

## CHAPTER X.

## OCCUPATIONS, MANUFACTURES AND TRADE.

## OCCUPATIONS.

The proportion of the population of the district which is supported by agriculture, whether as rent-receivers, cultivators tilling their own lands, or labourers on the tea-gardens, is extraordinarily large. At the census of 1901 it was found that more than 700,000 persons, or no less than 89·4 per cent of the population were engaged in agricultural pursuits, of whom 133,207, or over a sixth, were dependent on the tea-gardens for a livelihood. Of the remainder, industries maintain 4·6, commerce 3 and the professions 6 per cent. These figures may be compared with the percentages for the Province of Bengal which are—agriculture 71, industries 12, commerce 8 and the professions 1·7 per cent. 42 per cent of the agricultural population are actual workers and these include 6,000 rent-receivers, 196,000 rent-payers, 90,000 persons employed in the tea-gardens and 2,000 agricultural labourers. The *adhiārs*, of whom there were 22,170 in the Western Duārs alone at the time of Mr. Sunder's settlement, have been classed as rent-payers in the census figures. On account of the great demand for labour on the tea-gardens and of the system of employing *adhiārs* in ordinary cultivation, the number of persons supported by earthwork and other general labour forms only 2·4 per cent of the total population. Of those engaged in industry 60 per cent are workers, and these include fishermen, cotton weavers, tailors, potters and carpenters. Of the commercial population, 69 per cent, and of those supported by the professions, 54 per cent, are actual workers.

The village community can scarcely be said to exist in the Jalpāiguri district. The country is divided into small farms, each with its central homestead, the residence of the tenant-farmer, surrounded by the homes of his relations and farm labourers, and perhaps a few under-tenants. The result of this system is the absence of the functional castes; there are no village servants—barbers, washermen and sweepers—such as are to be found in every village in Behār. In the Jalpāiguri town the municipal sweepers are imported from Behār or Calcutta; the washermen are nearly all Behāris and very few of the servants of the European community are natives of the district. The local population of Rājbanis, Muhammadans and Meches can make a living too easily by cultivation to have any incentive to learn a trade. Carpentering work is in the hands of Chinamen and up-country men, and most of the sawyers, employed in the forests, are Nepālis.

The most important industry in the district is the manufacture of tea. Tea was introduced into the Western Duārs from the Darjeeling district, where the industry was first established as a

commercial enterprise in 1856, and the gardens now extend, throughout the north of the district between the Tista and Sanku rivers, wherever the land is not occupied by reserved forests or river-beds. The first garden started in the Darjeeling Tarai was opened out in 1862 at Champā, near Khaprail, by Mr. James White, who had previously planted out the Singel estate near Kurseong, and by the end of 1866 several other gardens had been opened out in the Tarai. Between 1866 and 1874 the number of tea-gardens in the Darjeeling district almost exactly trebled, the area under cultivation increased by 82 per cent, while the outturn was multiplied nearly ten times. It was natural that planters should turn their attention next to the waste lands of the Western Duārs, which border on the Tarai, and in 1874 a garden was opened out at Gazilduba by the late Mr. Richard Haughton, the pioneer of the tea industry in the Jalpāiguri district. The Gazilduba tea-garden was owned by Dr. Brougham, who had started the Dhutaria garden in the Darjeeling district in 1859. Fulbāri was the next place to be planted and was opened out by the late Mr. Pillans, who gave his name to the market called Pillans Hāt, and was owned by Colonel Money. Bāgrakot followed, opened out by the late Mr. North and owned by Mr. S. Cresswell.

It was soon found that the soil and climate of the Western Duārs was suitable to the growth of tea; Government offered land to investors on favourable terms and the industry developed rapidly. In 1876, two years after the Gazilduba garden was planted, there were 13 gardens with an area of 818 acres and a yield of 29,520 lbs. of tea. By 1881 the number of gardens had increased to 55 and the acreage under tea to 6,230 or, in other words, the number of gardens had more than quadrupled and the area under cultivation had increased more than seven times in five years. At the time of the last settlement in 1892, 182 grants of land had been leased for the cultivation of tea, comprising a total area of 139,751 acres, or 218 square miles, of which 38,583 acres, or 60 square miles were actually planted with tea, giving an outturn of over 18 million pounds. The cultivation was very rapidly extended during the nineties, and in 1901 the number of grants had increased to 235, with a planted area of 119 square miles and a yield of over 31 million pounds. The table below illustrates the rise of the tea industry during the last 30 years:—

Extension of  
Cultivation.

Year.	Number of gardens.	Acreage under tea	Outturn of tea in lbs.
1876	13	818	29,520
1881	55	6,230	1,027,116
1892	182	38,583	18,278,028
1901	235	76,403	31,087,537
1907	180	81,338	45,196,894

After 1880 the cultivation of tea extended rapidly in the tract between the Tista and Dāina rivers, but there was then a check as the country to the east of the Dāina was believed to be devoid of water. Mr. C. J. O'Donnell, I.C.S., who partially revised the Gazetteer in 1888, wrote:—"This important industry has increased so much of recent years as to change almost completely the physical characteristics of the submontane country over a great area thirty miles long extending from the debouchment of the Tista from the Darjeeling hills to a similar point on the Dāina river on the frontier of Bhutān. The greater part of the primeval forest has disappeared and mile after mile has been replaced by great expanses of tea-gardens. East of the Dāina a similar tract stretches for about the same distance as far as the Rājābhātkhoa forest reserve due north of Alipur. It is remarkable for its waterless character which prevents its occupation for tea or any other form of cultivation. A few springs are, however, found in limestone formations which occasionally crop out on its northern boundary. They are, however, almost immediately absorbed by the surrounding porous soil, and do not again appear on the surface for seven to eleven miles south of their sources." Tea-gardens now extend throughout this tract of country and find no difficulty in obtaining an adequate supply of water. Some of them obtain their water from springs in Bhutān and bring it down in pipes; the coolies prefer this method as they have no trouble in getting the water. Water is also obtained from wells, though the level is as a rule lower than in other parts of the Western Duārs. The two grants known as Kathalbāri I and Hartalguri I were given up by the Chunābātī Tea Co. because water could not be found on them, but the reason for this seems to be that there is a large depression between them and Chengmāri which drains away the water. These grants have been leased recently to the Ambāri Tea Company. At Chunābātī good water is obtained from wells 65 feet deep, but the coolies seldom use it as they prefer the pipe water. The New Duārs garden has a well 65 feet deep; Banarhāt gets water at 70 feet and in one part of this garden there is a well which is only 25 feet deep. Gandrapārā has a well 73 feet deep and on another part of the garden, two miles away, can get a permanent supply at about 15 feet. The Dalgāon garden can get water at about 20 feet. There are four wells on Palāsbāri II grant and water is found at from 50 to 70 feet.

From the table given above it will be seen that the area under tea nearly doubled between 1892 and 1901, while after this period the extension of cultivation has been comparatively slow. The apparent decrease in the number of gardens is due to the fact that the figures represent the number of grants or temporarily settled estates. The number of gardens is really 103, some of which consist of several grants which have not been amalgamated. Most of the available land in the district, which is

suitable for tea, has been taken up and for several years previous to 1907-08 there were no applications for new grants. During 1908 three new grants, each of which measures about 1,500 acres, were leased for tea cultivation. The increase in the outturn of tea since 1901 is due mainly to young tea coming into bearing and to the gradual extension of cultivation on existing grants.

All the tea gardens in the district are situated in the Western Duārs with the exception of the small garden of Dāngua-jhār,  $4\frac{1}{2}$  miles from the Jalpāiguri town, which is in the Bāikanth-pur estate. In addition to 81,338 acres or 127 square miles actually under tea, the gardens include 154,718 acres or 241 square miles, which have been taken up by planters but have not yet been planted with tea. Much of this extra land is required in order to provide fuel, but a good deal remains, which is well adapted for growing tea, and it is probable that this will be planted gradually, if the prospects of the industry seem favourable and the gardens are able to obtain sufficient labour. Apart from existing grants there is not much more land which is suitable and available for tea; the district certainly includes large areas in every way well adapted for the purpose, but these are included in the valuable reserved forests.

Present  
position of  
the industry.

Since the year 1897 the tea industry has gone through a period of severe depression. The high prices and general prosperity, which were the features of the eighties, and early nineties, led to reckless extensions of cultivation in India, Ceylon, and Java, with the result that the supply of tea became greater than the demand. Prices fell enormously and the position was rendered more acute by the fixing of the standard of exchange and by the crushing increase in the duty on tea which was imposed in Great Britain. The duty has since been reduced to some extent but it is still considerable and it seems hard that the product of a great industry which has been built up by the industry and with the capital of our own countrymen should be so heavily taxed while the produce of foreign countries is admitted free or pays only a comparatively small duty. The natural extension of the tea trade, the opening of new markets on the continent, and the success which has followed the efforts to supplant Chinese tea in Russia, America and Australia have resulted in a greatly increased demand for Indian tea so that the prospects of the industry are much more favourable. An important factor in the situation is the planting of rubber trees in Ceylon, which is likely to result in a decrease in the crop of tea produced in that island.

Prospects.

The first gardens opened out in the district were planted with China tea which was for a long time considered to be the only kind suitable. This was superseded by hybrids from the Assam indigenous and China varieties which gave a larger yield and were found to be more profitable. In recent years the favourite varieties have been Assam and Manipur indigenous.

Cultivation.



the latter of which is the most hardy of all, though the tea produced by it does not possess a fine flavour. The tea-gardens in the Western Duārs give a good yield but do not produce the same quality of tea as those of the Darjeeling district. The outturn per acre is seldom less than eight maunds and in good gardens averages about ten maunds; the lowest yield per acre is  $4\frac{1}{2}$  maunds in old gardens planted with China tea. The soil best suited for tea is the reddish or dark brown loam which is found in the northern *taluks* of the Māinaguri, Fālākātā and Alipur *tahsils* along the Bhutan frontier; but any good deep soil will grow tea. Shallow soil is of no use as the tea plant develops a long tap root, four or five feet in length, by the aid of which it extracts moisture during dry seasons.

The tea plant is raised from seed which is sown in nurseries in November and December; germination takes place in a month or six weeks and, when about a year old, the young trees are planted out in rows, the distances between the plants averaging from 4 feet by 4 feet to 6 feet by 6 feet. The indigenous varieties give the best return if planted out at distances of not less than 5 feet by 5 feet. The plants are fit for light plucking in the 3rd year but do not attain full maturity until the 5th or 6th year; much depends of course, on the nature of the soil, timely rainfall, and good cultivation, the latter of which is impossible without an adequate labour force.

#### Pruning.

The China tea plant grows naturally to a height of about 15 feet; it branches low down and forms a thick shrub. The Assam variety is more like a tree; it has a clean stem for some distance from the ground and grows to a height of from 25 to 30 feet. The young plants are first pruned a year after planting, and each successive year they are allowed to grow a little higher until the required size is reached, the object being to produce thick bushes branching from the ground and about 3 feet high. Mature plants are pruned every year and dead wood and unnecessary twigs are cut away; occasionally heavy pruning is resorted to in order to remove the twisted and knotted wood and promote a growth of new clean stems. Pruning is lighter in the gardens in the Western Duārs than in Assam where the bushes are carefully cleaned out every year.

#### Plucking.

The plucking season begins in April, or occasionally, if the weather is favourable, at the end of March, and continues till about the middle of December. The work is done chiefly by women and children, who are quicker with their hands than men, but men are also employed when there is a rush of leaf and it is important to get it off the bushes quickly. The weight of leaf which a woman is expected to pluck in return for a day's pay is from six to ten seers, but it varies greatly in accordance with the season, the method, coarse or fine, of plucking and the class of tea; three times as much leaf can be plucked in a given time from the

large indigenous bushes as from the China variety. For every seer of leaf plucked in excess of the prescribed amount, the plucker receives two pice, and it is not uncommon for women, who are good pluckers, to earn as much as Rs. 20 in a month.

The process of manufacturing tea has been so often described that it will be sufficient to give a very brief account of it here. After the leaf has been taken to the factory it is weighed in the presence of the Manager or one of his assistants and is then taken to the withering house where it is thinly spread upon trays and allowed to lie for a considerable time. It is usually withered in 10 or 12 hours but in very wet weather it may take as much as 48 hours and, on these occasions, in factories where there is not much withering space, considerable difficulty is felt in dealing with the leaf which is constantly coming in. Blackman's fans are now used on many gardens in order to facilitate withering. When the leaf has become soft and velvety it is placed on a rolling table and rolled in order to break the cells and bring the sap to the surface so as to induce fermentation; rolling also twists and curls the leaves. The use of machinery is a great advance on the Chinese method of rolling by hand. Fermentation begins as soon as the sap is liberated by rolling, and to complete it, the leaf is spread upon low tables until it assumes a bright coppery colour. During this process the temperature should not be more than 80 degrees (F.). The leaf is next taken to the firing machine where it is passed through a chamber heated to a temperature of about 250 degrees. When it comes out of this machine all moisture should have been eliminated and the colour should have changed from coppery to black. Although it is essential that the leaf should be fully dried, great care must be taken that it is not scorched as this destroys the flavour of the tea. The manufacture is now complete and the tea is sorted into the various grades, known as Broken Orange Pekoe, Broken Pekoe, Pekoe Souchong and Dust, which is done by means of a sort of sieve with compartments of different mesh. After this it only remains to pack the tea into chests which is done by machinery on most of the large estates.

Manufacture

When the tea industry was started in the Western Dooars the coolies employed were Nepālis, but it was soon found that sufficient labour could not be obtained locally. A few gardens, which are practically in the hills, still work almost entirely with Nepāli labour, but, as a whole, the Dooars gardens are dependent on labour from a distance, the chief-recruiting grounds being Chota Nāgpur and the Santhāl Parganas. The system of working is through *sardārs*. A *sardār* receives a commission, usually at the rate of one pice on each *hāziri*, or task, on the number of coolies whom he sends to work daily.

THE LABOUR FORCE.

The *sardār* either recruits himself or selects, with the Manager's approval, men from his "*patti*" or gang to send down

System of recruitment.

as recruiters. If he goes to the recruiting district himself he generally takes with him men from his own gang to assist him, and it is usual to select men who have not been long enough on the garden to have lost touch with their villages. The garden advances the railway fares and diet money which are debited to the *sardār's* account. Formerly it was the custom for coolies to proceed by road, but most gardens find it better to use the railway as time is saved and fewer coolies are lost *en route* through desertion or cholera. If the recruiters are successful, the *sardār* benefits by getting his daily commission on the coolies' earnings and he also receives a commission of Rs. 2 to Rs. 5 a head. On the other hand, if a recruiter selected by him fails to return, the *sardār* has to refund the advances made to him. On the gardens it is to the interest of the *sardār* to see that the coolies do a full day's work and that they do not abscond; recruiters in most cases leave their wives and families on the gardens and the *sardār's* generally have property in cattle, carts and buffaloes. The best coolies are the Orāons, from the Rānchi district, who migrate freely to "Bhutān," as they call the Western Duārs, whenever they are hard up and wish to earn a little money. Losses are chiefly in Santhāl Pargana and Chaibassa recruiting. In one instance, in which there was a loss of about Rs. 3,000, the advances against the coolies ranged from Rs. 17 to Rs. 20 a head with the result that they absconded and the majority could not be traced. An experienced Superintendent considers that coolies will not remain on a garden if the advances on the average are much in excess of Rs. 10 a head. Rs. 500 to Rs. 1,000 may be taken as a fair estimate of the advances on a 1,000 acre garden, including those to local labour, Pahāriās (Nepālis) and Gharāmīs. There appears to have been a fair labour force up to 1899, but since then it is said to have declined owing to the competition of coal mines, the demand for labour for the docks and for railway construction, and the settlement of coolies on Government lands in the district. In 1899 a leading company imported 1,400 coolies from Chota Nāgpur at a cost of Rs. 2-6-9 a head irrecoverable, and Rs. 10-14-4 average advances, all recoverable from *sardārs* and coolies. In 1903 the same Company recruited 531 coolies, the irrecoverable cost a head being Rs. 10-6-1 and the advances Rs. 15-9-3, so that the increase in recruiting expenditure has been considerable.

Permanence  
of the labour  
force.

The impression that the majority of the coolies on any garden visit their homes each cold weather and return after the harvest is over is incorrect. Coolies used to come up for about three years and then take long leave, but nowadays they do not return to their country so frequently as before and show a tendency to settle down. Orāons, in particular, are keen cultivators, and many have taken up land and settled in the district. Generally speaking, on most gardens the bulk of the labour force is

permanent, though a certain proportion of the coolies return to their homes every year. As a rough estimate it may be said that 10 per cent of the labour force is constantly on the move. The Deputy Commissioner, in discussing this subject in 1900, wrote as follows:—"Although a certain percentage of coolies move freely from garden to garden, either from a desire for change or belief that change of air is a prevention of malarial fever or some trivial motive, there is always a very considerable residuum, more especially on long established gardens, which does not find it easy to move. In those gardens one finds numbers of coolies who have become practically permanent residents. They have been living on the same plot of land for a number of years, and have a house superior to the average found in coolie lines, with a well cultivated plot of land of their own on the garden property. A migration to another garden would entail the loss of all this, and naturally it takes a good deal to move them. Again, a coolie has taken advances from the garden and has not repaid the money or the garden has lent him money to buy a pair of bullocks, taking the animals themselves as security. This is a very common practice. As long as the coolie remains on the garden the Manager is not likely to be hard on him, but if he attempts to leave for another garden, he could not hope for any consideration. He, therefore, is practically bound to stop where he is."

Labour in the Western Duārs is free and the services of the coolies are not secured by any form of agreement; in a few instances coolies were imported from Ganjam under contracts subjecting them to penalties for desertion, section 492 of the Indian Penal Code, but the courts apparently refused to enforce the contracts when the coolies absconded, and the attempt to introduce a penal contract system failed. There is no Government supervision over emigration to the Duārs, and the treatment of coolies *en route* to the gardens is not regulated by any special provisions of law. Restrictions exist as regards recruiting in the Tributary Native States, which would otherwise be a fine field for recruitment, and complaints were made some years ago of the attitude of officials in the Santhāl Parganas. On the other hand it is admitted that every assistance is given in the districts of Chota Nāgpur, which are the principal recruiting grounds for the Duārs. With free labour it is unnecessary for Government to reserve the right of inspection, or of interference in the matter of wages, tasks, or the general management of estates. Any abuse of authority would entail its own punishment, as the coolies would desert the estate and would find no difficulty in obtaining employment elsewhere. Coolies in the Duārs do not work more than 18 or 20 days in the month on an average. The men work well for about four hours, but if attempts are made to exact much heavier tasks dissatisfaction results, and the coolies may strike or proceed to other gardens where the tasks

Absence of  
Labour Laws.

are easier. Riots are very uncommon, and the arrival of discontented bodies of labourers at catcherry to formulate complaints is unheard of. The most serious disturbance in recent years was in no way caused by disputes on the gardens. The price of rice was high throughout 1906 and, after the damage done to communications by the floods of August, it rose to famine rates. The Santhāl coolies belonging to the gardens in the vicinity of Dām-Dim and Chalsa united to raid the markets and succeeded in looting the big *hāt* at Batāigol and a few shops near Chalsa railway station. The Nepālī coolies were not concerned in the rioting and in several places helped to keep order; some of the Chota Nāgpur people joined in when they saw what was going on, but the disturbance was planned and started by the Santhāls. The rioters were quickly suppressed with the aid of the armed police, and the ringleaders arrested and punished. It was found necessary to call out some of the Northern Bengal Mounted Rifles to patrol the *hāts* on the next market day in order to prevent further looting.\*

OTHER  
INDUSTRIES.

Apart from the manufacture of tea the other industries of the district are of little importance and are mainly directed to supplying the simple needs of a rural population. Gunny cloth of a very coarse quality is woven in the western *parganas* and the lower classes manufacture a coarse silk, called *endi*, for home use. This silk is obtained from worms grown on the castor oil plant and is dyed locally. A striped cotton cloth called *phota* is also manufactured for home consumption.

MINES AND  
MINERAL  
RESOURCES.

The only mineral of importance is limestone, of which large quantities are quarried, in the shape of calcareous tufa, along the base of the Bhutān hills. A small copper mine at Chunābāti, two miles from Buxā, was formerly worked by Nepālīs. Coal has been found near Bāgrakot but it does not pay to work it.

TRADE.

The trade of the district is mainly with Calcutta, though timber is exported to Dacca and other markets in Eastern Bengal and tobacco to Burma. The principal exports are tea, jute, tobacco and *sāl* timber; and imports rice, cotton, piece-goods, machinery, corrugated iron, kerosene oil, and coal and coke. The development of the tea industry and the influx of a large coolie population into the Western Duārs, combined with increased facilities of railway communication, have given an impetus to trade generally, and the large markets, which have sprung up in the neighbourhood of the tea-gardens, provide the cultivator with a ready market for his rice, vegetables and other produce. The district is well supplied with railways, which have now monopolised most of the trade. The Eastern Bengal State Railway serves the permanently settled *parganas* west of the Tista; the Bengal-Duārs Railway and its branches run through

\* For a further description of the labour force in the Western Duārs see the "Report on the conditions of Tea Garden Labour in the Duārs of Bengal, in Madras, and in Ceylon," by J. C. Arbuthnott, Esq., C.I.E., I.C.S., &c.



the tract of country between the Tista and Torsā rivers; and the rest of the Alīpur Duār subdivision is served by the Cooch Behār State Railway. Tea and jute are railed to Calcutta; the trade in tobacco is chiefly in the hands of Arakanese, who export the leaves to Burma, where they are made into Burma cheroots. Most of the *sāl* timber goes by river to the markets of Eastern Bengal, but it will probably be sent by railway to Dhubri, if the Cooch Behār State Railway is converted to metre gauge. The local supply of rice is insufficient to meet the increased demand of the large tea-garden population, and rice is imported in considerable quantities from Dinājpur. Corrugated iron is largely used for the roofs of houses. Many of the tea-gardens are unable to obtain sufficient wood for fuel and have to depend on coal and coke, which come principally from the Rāniganj coal mines, though attempts have been made recently to introduce Assam coal. In addition to *sāl* timber, tobacco, mustard seed, jute cotton, and hides are also exported by water to Sirājganj, Dacca and other markets, the principal centre of the trade being at Baurā. The up-stream traffic is mainly confined to the import of earthen cooking utensils, cocoanuts, molasses, small quantities of *dal* (*Arabica revalenta*), and other miscellaneous articles from Dacca and Faridpur. Most of the trade with Bhūtān passes through Buxā. Ivory, wax, wool, musk, rhinoceros horns, cotton cloth, *endi* silk cloth, blankets, honey, and brick tea are imported and bought by local merchants, who pay for them in cash or exchange them for rice, tobacco, English cloth or betelnut. Large quantities of indigenous wool from Bhūtān, Tibet and Central Asia come into India by this route.

The chief trade centres are Jalpāiguri, Titālyā on the Mahanadī river where the Ganges-Darjeeling road enters the district, Rājnagar, Saldanga connected by road with the Chilahati station on the Eastern Bengal State Railway, Debiganj on the Karātoyā five miles from Domār station, Bāura the principal river mart of the district situated on a small tributary of the Tista, Jorpokri, Māinaguri, Fālakātā on the Muṇnāi river and connected by road with Jalpāiguri, Madāri Hāt, Alīpur Duār, and Buxā through which most of the trade with Bhūtān passes.

Trade  
centres.

Many of the tea-gardens have large markets of their own, which are held once a week, and in addition weekly markets are held at many places in the Western Duārs, the most important of which are Amguri, Matiali, Barnes Junction and Ramshāi Hāt in the Māinaguri tahsil; Madāri Hāt, Gāirkātā and Dhupguri in the Fālakātā tahsil; and Alīpur Duār, Silitorā and Samuktola in the Alīpur tahsil. Much of the jute from the part of the district west of the Tista is taken to markets on the Eastern Bengal State Railway just outside the district, the principal of which are Haldibāri and Domār.



## FAIRS.

The most important fair in the district is that held at Jalpes at the Sivaratri festival in February. The fair lasts for about three weeks and is attended by numbers of people from all parts of the district as well as from Rangpur, Dinājpur and other districts of Northern Bengal. Bhutiās bring ponies, blankets and other articles and sell them at a good profit and the fair has increased considerably in importance during recent years. The great attraction at this fair is the Jalpes temple of which an account has been given in a previous chapter. Another fair is held at Fālākātā and begins about the middle of January. An agricultural exhibition is held in connection with it, and it is on the whole well attended by people of the neighbourhood. A fair was started at Santrabāri at the foot of the hill below Buxā for the purpose of encouraging trade with Bhutān. It was subsequently removed to Alipur Duār, as Santrabāri is not an easy place for shopkeepers to get to, but it has not proved a success and has been discontinued.

## CHAPTER XI.

## MEANS OF COMMUNICATION.

The district is well served by railways; the Eastern Bengal State Railway, the Bengal-Duārs Railway, and the Cooch Behā State Railway all pass through it. RAILWAYS.

The northern section of the Eastern Bengal State Railway, or as it was then called, the Northern Bengal State Railway, was opened to traffic as far as Jalpāiguri in 1878 and was extended to its present terminus at Siliguri, just beyond the border in the Darjeeling district, by the end of that year. It forms part of the through communication between Calcutta and Darjeeling, and the passenger traffic is very heavy, particularly at the times when the Government of Bengal moves to the hills at the beginning of the hot weather or returns to Calcutta at the end of the rains. Before it was constructed travellers to Darjeeling proceeded by rail as far as Sāhebganj on the banks of the Ganges and, after crossing the river, had to undertake the long and weary journey by road from Kārāgola Ghāt to Siliguri. The railway enters the district near the Haldibāri station and runs in a northerly direction to Jalpāiguri where it curves to the north-west; south of Haldibāri, it runs parallel to, and within a few miles of the district boundary so that it serves the whole of the tract to the west of the Tista river. There are only three railway stations on the line within the district, *viz.*, Mandal Ghāt, Jalpāiguri, and Belakoba, but Siliguri on the north and Haldibāri, Chilahati and Domār on the south are close to the boundary and roads run through the district to them. As the line is roughly parallel to the line of drainage of the country, the embankment is usually safe from damage by floods except on occasions when the Tista rises extraordinarily high and overflows its banks as it did in 1902 and 1906; in both these years the railway was badly breached near Mandal Ghāt. The Eastern Bengal State Railway.

The Bengal-Duārs Railway was constructed in order to assist in opening up the Western Duārs and in developing the tea industry. With this object a contract was entered into between the Secretary of State for India and Messrs. Octavius Steel and Co. of London and Calcutta which provided for the construction of a railway from Barnes Junction on the river Tista opposite Jalpāiguri to Dām-Dim, with a branch from Latiguri to Rāmsbāi Hāt which it was proposed to extend later on eastwards across the Jaldhāka. Under this contract specially favourable terms were granted to Messrs. Octavius Steel and Co.; Government agreed to give the land needed for the railway free of cost, to supply free timber for sleepers from the reserved forests during the first construction, and to hand over to the railway the working The Bengal-Duārs Railway.

of the Abduār ferry on the Tista between Barnes Junction and Jalpaiguri; it was also provided that the Jalpaiguri District Board should pay such amount, not exceeding Rs. 4,000 per annum, as might be required to raise the net profits of the undertaking to 5 per cent per annum on the capital outlay. This contract was entered into in April 1891 and a company was then formed and the construction of the railway begun. The line from the east bank of the Tista to Dām-Dim, 31 miles, with the branch from Latiguri to Rāmshāi Hāt, 5½ miles, was opened throughout for traffic in 1893. Supplementary agreements were entered into in March 1898, September 1900, and November 1901 by which the construction of extensions to the existing line were sanctioned. The southern extension from Barnes Junction to Lālmanir Hāt, 65½ miles, was completed in 1900; the western extension from Dām-Dim to Bāgrakot, 6½ miles, in 1902; and the eastern extension from Māl to Madāri Hāt, 44 miles, in 1903. The railway, therefore, now consists of a main line from Lālmanir Hāt, the junction with the Dhubri branch of the Eastern Bengal State Railway, to Madāri Hāt on the Torsā river and two short branches, from Latiguri to Rāmshāi Hāt and from Māl to Bāgrakot. On the 31st December 1909, and thereafter at intervals of seven years, Government has power by giving 12 months' previous notice to terminate the contract and take over the line, on payment to the company in the case of the original line of one and two-fifths of the invested capital and capital liabilities and in the case of the extensions of 25 times the average net earnings during the last preceding five years, provided that this sum does not exceed by more than 20 per cent the capital expenditure and capital liabilities of the company and is not less than the capital expenditure and capital liabilities.

During 1907 the railway carried 606,000 passengers and 144,000 tons of goods. The principal items of traffic were imports:—coal 14,910 tons, food-grains 19,507 tons, salt 4,458 tons, metal manufactured 3,397 tons, and cotton goods 952 tons; and exports:—jute 17,106 tons, tea 16,229 tons, and tobacco 6,342 tons. The coal was almost all for the use of the tea-gardens and the figures show the extent to which it is taking the place of wood for fuel; the food-grains were mainly rice for the tea-garden coolies. The exports of jute show how largely this crop is now grown in the Western Duārs.

The statement below shows the financial results of the working of the railway for the five years from 1903 to 1907:—

Year.	ORIGINAL LINE.					
	Total capital out- lay to date.	Gross earnings.	Nett earnings.	Nett percentage on capital out- lay.	Earnings per week per mile.	Proportion of working ex- penses to earn- ings.
	Rs.	Rs.	Rs.		Rs.	
1903	26,95,547	3,09,965	2,23,786	8.30	156	27.90
1904	26,64,642	3,46,277	2,56,651	9.63	175	25.88
1905	27,26,891	3,70,343	2,49,598	9.15	196	32.60
1906	27,33,098	4,08,623	2,96,703	10.86	216	27.38
1907	27,56,535	4,20,705	3,05,788	11.00	222	27.32

Year.	EXTENSIONS.					
	Total capital out- lay to date.	Gross earnings.	Nett earnings.	Nett percentage on capital out- lay.	Earnings per week per mile.	Proportion of working ex- penses to earn- ings.
	Rs.	Rs.	Rs.		Rs.	
1905	79,30,172	3,47,832	1,05,916	1.34	71	69.55
1904	84,97,571	4,15,179	1,08,680	1.28	68	73.85
1905	87,92,080	5,12,343	1,97,824	2.25	85	61.39
1906	89,90,516	5,83,852	2,91,256	3.23	96	50.11
1907	90,70,826	6,04,133	90,883	3.21	99	51.85

The original line pays well and the extensions show signs of improvement. The eastern extension, which runs close to the foot of the hills, is costly to maintain and is liable to damage from floods. Many engineers think that it would have been wiser to

adhere to the earlier plan of extending the line eastwards from Rāmshāi Hāt. Although this would have entailed increased expenditure in the first instance as bigger bridges would have had to be built, the railway would have been farther from the hills and less exposed to damage from floods.

The Cooch  
Behār State  
Railway.

The Cooch Behār State Railway is a small feeder line, built on a gauge of 2' 6", running from Gitāldaha Junction on the Dhubri branch of the Eastern Bengal State Railway to Jāinti station close to the foot of the hills. From Gitāldaha Junction to Buxā Road station it runs nearly due north and from that point nearly due east to Jāinti. It enters the district at Alipur Duār where there is a large bridge over the Kālajāni river. The line was badly damaged by the floods of 1906, but is usually safe from interruption unless the rivers rise extraordinarily high. It is proposed to convert this railway into a metre-gauge line. At present most of the timber from the Buxā forest is carted to Alipur Duār and floated thence down the Kālajāni river, partly owing to want of sufficient rolling-stock on the railway, and partly to avoid the extra handling at Gitāldaha Junction. When the line has been converted to metre-gauge, it will be more convenient to rail the timber to Dhubri and put it on the river there.

#### ROADS.

West of the Tista the district is fairly well supplied with roads. In this part of the country conditions make it easy to maintain communications; there is little danger of floods and the rainfall is not so heavy as it is east of the river. In the Western Duārs where the country is split up into sections by large rivers, which frequently change their courses, road-making is a work of considerable difficulty and communications are often interrupted. In 1905 the Rāidhak river deserted its bed and poured across the country to the west of it, sweeping out of existence five miles of the main road to Alipur Duār, and making it impossible to re-construct it on the former alignment. The floods of 1906 cut the roads to pieces, and much time and money were required to restore communications. Though communications in the Western Duārs are steadily improving, much still remains to be done; there is a great want of roads in the tract to the north-east of Alipur Duār; with the exception of the Alipur-Haldibāri, Jāinti-Rāidhak and Newlands-Chakchaka roads, the roads in this quarter are rude cart tracks which become quagmires in the rains and impede rather than aid traffic. A great change has been made by the opening of the Bengal-Duārs Railway; before its construction the tea-gardens of the Dām-Dim sub-district depended on the Jalpāiguri-Dām-Dim and Fulbāri Ghāt roads to send away their tea to or get in supplies from Jalpāiguri or Siliguri; now nearly all the traffic uses the railway. On the other hand, roads running at right angles to the railway, by which traffic can reach the different stations, have become of increased importance and much money has been spent on improving them.



Small bridges and culverts are constructed of masonry in the part of the district lying to the west of the Tista; the larger bridges are of *sāl* piles with iron girders. In the Western Duārs it has been found that masonry bridges will not stand the tremendous rush of water when the rivers come down in flood. The water is checked by a masonry pier, and creates a swirl on the downward side of it which scours out the pier and causes the bridge to fall in; *sāl* piles do not offer so much obstruction to the water and will stand when masonry piers are swept away. The usual type of bridge now built in the Western Duārs has *sāl* piles and iron girders with a plank footway; this type of bridge stood well in the floods of 1906. Many of the older bridges are constructed of timber throughout; they last from 10 to 15 years, but the beams gradually rot, and they have to be rebuilt. The newer bridges with iron girders have a much longer life and need fewer repairs.

Nine of the roads in the Western Duārs are under the Public Works Department, and the remainder are controlled by the District Board or by the Alipur Duār Local Board, which is subordinate to it. The roads under the Public Works Department were all constructed in the interests of the tea industry.

The Latiguri-Matiāli road starts from the left bank of the Neora river, one mile south of the Latiguri station, and runs in a northerly direction past Chalsa station to the Matiāli Bazar, which is one of the largest markets in the district, and is surrounded by tea-gardens. It is 19 miles long, and is bridged throughout; the last 5 miles over undulating ground from Chalsa station to Matiāli Bazar are metalled. There is very heavy traffic from the tea-gardens and bazar to the railway station, and great inconvenience was felt in 1906 when two bridges were carried away and the road was blocked.

The Rāmsbāi-Sulkāpārā road runs due north from the east bank of the Jaldhākā river to Sulkāpārā, a distance of 10 miles. The Jaldhākā river is met with in the second mile of the road, and has to be crossed by a ferry. It was of great importance before the construction of the eastern extension of the Bengal-Duārs Railway, as the tea-gardens to the east of the Jaldhākā used it to get to the Rāmsbāi Hāt station. It was threatened for several years by the encroachment of the Dāina river and was destroyed by the floods of 1906. It is maintained now only as a fair-weather track, and its place will be taken by a new road through the Tendu forest, with a ferry over the Jaldhākā river near Sulkāpārā.

The Sulkāpārā-Thāljhora road is a continuation of the old Rāmsbāi-Sulkāpārā road. It is 8½ miles long, and ends near the Bhutān frontier; it is metalled and bridged throughout where it passes over the undulating plateau, a length of 6.63 miles. A feeder road, one mile long, branches off from the 3rd mile of this road and runs to the Nāgrakātā railway station; it is metalled and bridged throughout.

## BRIDGES.

ROADS  
UNDER THE  
PUBLIC  
WORKS  
DEPART-  
MENT.Latiguri-  
Matiāli road.The  
Rāmsbāi-  
Sulkāpārā  
road.The  
Sulkāpārā-  
Thāljhora  
road.The  
Nāgrakātā  
feeder road.



The  
Banerhāt-  
Chamurchi  
road.

The Banerhāt-Chamurchi road is an unmetalled road,  $6\frac{1}{2}$  miles long, and is bridged throughout its length. It is a feeder road to the Banerhāt railway station, and is used by the gardens to the north of it, at the foot of the Bhutan hills.

The  
Rāmshai-  
Gairkāṭā  
road.

The Rāmshai-Gairkāṭā road is 12 miles long and runs from the Rāmshai Hāt railway station to the Gairkāṭā tea-garden and bazar. In the first mile the Jaldhākā river has to be crossed by a ferry; the crossing is difficult when the river is high. In the third mile the Daina river has to be crossed by a ferry in the rains. The greater portion of the road is unmetalled, but a length of  $1\frac{1}{2}$  miles, where it runs through the Kutamārā forest, has been metalled.

The  
Gairkāṭā-  
Birpārā  
road.

The Gairkāṭā-Birpārā road was constructed in order to connect the Gairkāṭā Hāt with the tea-gardens to the north of it; it is an unmetalled road,  $7\frac{1}{2}$  miles long, and is bridged throughout with the exception of the Daina river, which is fordable at all seasons of the year.

The  
Gairkāṭā-  
Dhupguri  
road.

The Gairkāṭā-Dhupguri road is  $8\frac{1}{2}$  miles long, and connects the country round Dhupguri, where there is a large market, with Gairkāṭā, thus allowing supplies to pass up to the tea-gardens. It is bridged throughout except at the Duduyā river, which has to be crossed by a ferry in the rains.

The  
Gairkāṭā-  
Binaguri  
road.

The Gairkāṭā-Binaguri road is a feeder road to the Binaguri station. Its length is  $4\frac{1}{2}$  miles, and it is unmetalled and bridged throughout. It was constructed by the District Board, but taken over afterwards by the Public Works Department in order to complete the circle of roads which unite at Gairkāṭā.

ROADS  
UNDER THE  
DISTRICT  
BOARD.  
The  
Jalpāiguri-  
Alipur  
and  
Alipur-  
Haldibāri  
roads.

The Jalpāiguri District Board maintains a total length of 24 miles of metalled and 778 unmetalled road. The principal road under local management is that running from the east bank of the Tista river opposite the town of Jalpāiguri in an easterly direction through the Western Duārs as far as the ferry on the Sankos river near Haldibāri. At this point it passes into the Eastern Duārs, which is now part of the district of Goālpārā. It is called the Jalpāiguri-Alipur road up to Alipur Duār, and thence is known as the Alipur-Haldibāri road. The total length of the road within the Jalpāiguri district is 83 miles, the principal stages being as follows:—From Jalpāiguri to Māinaguri 7 miles; from Māinaguri to Dhupguri 13 miles; from Dhupguri to Falākātā 12 miles; from Falākātā to Silitorsā 8 miles; from Silitorsā to Alipur Duār 14 miles; from Alipur Duār to Samuktola 11 miles; from Samuktola to Kumārgrām 15 miles; and thence to the Sankos river 3 miles. Between Jalpāiguri and Alipur Duār there are eight unbridged rivers, viz., the Tista, Jaldhākā, Golandi, Duduyā, Mujnāi, Torsā, Silitorsā, and Kālajāni; the Tista, Duduyā, Torsā, Mujnāi and Kālajāni are crossed by ferries all the year round. The other rivers are fordable during the cold weather. Between Alipur Duār and the Sankos there are three unbridged rivers, the Gadādhār, Dharlajhora

and Raidhāk. From Samuktola the road has been diverted in a large curve to the northwards in order to avoid the country which is swept by the Raidhāk since its change of course. The new alignment has been completed as far as the Kārtika tea-garden, and it is hoped to finish the work in another year; the road will then be in good order throughout its whole length.

West of the Tista the roads of most importance are the Bodā road, 31 miles in length, which runs to the south-west; it is bridged throughout except at Pochagarh, where there is a ferry over the Karātoyā river; the Siliguri road, 23 miles long, which runs through Āmbāri Fālākātā and the Titālya road, 26 miles long, which was formerly a Provincial road, but is now maintained by the Board. A good road, 19 miles long, runs from Bodā to the Domār railway station; it is bridged throughout except at Debiganj, where the Karātoyā river is crossed by a ferry; the traffic on this road is very heavy, especially in the jute season. Part of the Central Emigration road, 28 miles long, lies within the district; cattle and sheep are driven to Assam along this road, and it was formerly used by coolies going to the tea-gardens. Before the opening of the Eastern Bengal State Railway, an imperial road was constructed from Karāgola Ghāt on the Ganges to the foot of the hills in order to improve the communications between the plains and Darjeeling. This fine road enters the district at Titālya, 16 miles from Siliguri, and its maintenance has been entrusted to the District Board. It has a formation width of 30 feet, of which 8 feet in the middle are metalled; it is well shaded by trees, and there is a considerable amount of traffic on it.

Roads west  
of the Tista  
river.

In the Western Duārs the Board keeps up a number of roads in addition to those of which mention has already been made. A new road is being constructed from the Dām-Dim station to join a metalled road from the Fagu tea-garden in the Darjeeling district; it will serve several tea-gardens and will be an important feeder to the Bengal-Duārs Railway. The road between the Hantapārā tea-garden and Fālākātā has been much improved, and is now raised and bridged throughout; it joins Fālākātā with the railway station at Madāri Hāt and is used by the tea-gardens to the north, which cart their tea to Fālākātā and place it on the river there; its construction has contributed largely to the opening up of the country, which is nearly all under cultivation between Madāri Hāt and Fālākātā. West of the Torsā river a road runs to the Rajābhātkhoa station on the Cooch Behār State Railway; it is used by a number of tea-gardens and the traffic on it is very heavy. The last 7 miles to the railway station get much cut up during the rains, and this section requires to be metalled in order to carry the traffic. A fine road used to run from Cooch Behār to the military station of Buxā, but the railway has been constructed on part of it, and it is now in very bad order; on

Roads in  
the Western  
Duārs.

the section between Rājābhātkhoa, the working headquarters of the Buxā forest division and Alipur Duār, the traffic is heavy, as much of the timber is carted to Alipur Duār and floated down the Kālajāni river from that place. East of Alipur Duār there are only two roads of any importance in addition to the Alipur Haldibāri road. The Jāinti-Rāidhak road was constructed by the Public Works Department and runs between the two rivers from which it takes its name; it serves several tea-gardens and a large area of country, but traffic on it is much impeded by the difficulty of crossing the Jāinti river, which has to be passed in order to reach the railway station. The other road runs north and south through the Bhālka *pargana* from the Newlands tea-garden to Chakchaka on the border of Cooch Behār; it has been much improved in recent years and the old bridges have all been rebuilt. During the rains when the Rāidhak and Sankos rivers are often impassable for days together, the Bhālka *pargana* depends upon this road for its communication with Cooch Behār.

ADMINISTRATION  
OF  
THE ROADS.

The Public Works Department maintains 13·04 miles of metalled and 62·71 miles of unmetalled road; the new road through the Tondū forest is 8·31 miles long and has 33 bridges and culverts; it was completed in June 1908. The average annual cost of maintaining the roads under this agency is Rs. 12,856. The rest of the roads in the district are under the control of the Jalpaiguri District Board or of the Alipur Duār Local Board which is subordinate to it. The Board has a staff of overseers and sub-overseers who work under the supervision of the District Engineer; difficulty is experienced in getting good men, as Bengalis do not like the Western Duārs and the climate does not suit them. Scarcely any labour is obtainable locally, and work does not begin until the end of November or beginning of December, when gangs of coolies come into the district from Behār. Most of the work is done through the agency of contractors, but some of the Managers of tea-gardens give considerable assistance, and work supervised by them is usually done efficiently, as they are greatly interested in the proper maintenance of roads. Some of the roads are maintained wholly or in part by grants made from the Government Estates Improvement Fund and the Western Duārs Market Fund also contributes towards works which benefit the markets. The bridge over the Jhordā river at Māinaguri enables people from the north and east to reach the market easily instead of wading through the water in the cold weather or crossing by a ferry in the rains; it cost over Rs. 8,000, of which Rs. 5,000 were paid from the market fund. Private roads in the tea-gardens are kept up by the tea estates concerned, and in the reserved forest the roads are maintained by the Forest Department.

CONVEYANCES.

In the plains the usual conveyances are ordinary country carts drawn by bullocks which are used throughout the district. Carting is heaviest during the rains when the tea-gardens are sending

their produce to Calcutta and jute is being taken to the markets. Most of the roads are unmetalled and the heavy rainfall makes them soft and muddy so that they cut up badly; in these circumstances the task of dragging a big load is not a light one, and is often too much for the small bullocks used in the Western Duārs. For this reason buffaloes are frequently employed, their great strength making up for their extreme slowness. On the road to Buxā human carriers are generally used for transport, though pack ponies are sometimes employed. Bhutiā men and women carry heavy loads up and down the hill and are paid four annas a trip. Europeans ride or drive, and in the more jungly parts of the district elephants are used for transport.

Although there are so many rivers and streams in the district few of them are fit for navigation. In the Western Duārs, for a distance of from 5 to 10 miles from the hills, the beds of the rivers are rocky and rapids occur; owing to the porous nature of the soil along the foot of the Bhutān hills east of the Jaldhākā, the water of all the rivers in this tract, with the exception of the Torsā, Gadādhār, Rāidhāk, and Sankos, disappears from their beds at the point where they enter the plains and does not re-appear until the narrow strip of gravelly soil is past. The Tista is navigable by large boats as far as Jalpāiguri, the Dudnyā up to the Jalpāiguri-Alipur road, the Mujnāi as far as Fālākātā and the Kālajāni up to Alipur Duār; the Torsā is navigable by cargo boats during the rains. There is no town in the Jalpāiguri district inhabited by a considerable community living by river traffic, but at the market of Bāura Hāt, situated on a small tributary of the Tista, in the Pātgrām police circle, there are a number of merchants who carry on an extensive trade in tobacco, rice and jute, which they collect from all parts of the district, and export by way of the river to Dacca and other eastern markets. Of late years this river trade has been decreasing, as the merchants prefer to send their goods by rail. *Sāl* timber is cut in the forests of the Western Duārs and Bāikanthpur and floated down to the Brāhma-putra river, whence the greater part of it goes to Dacca and Serājganj. Some tea is carted to Fālākātā and despatched in boats down the Mujnāi to be put on the river steamers at Dhubri.

There are 125 ferries in the district, of which 99 belong to the District Board, and the rest are Provincial; the District Board obtained a revenue of Rs. 18,740 in 1907-08 from its ferries and the Provincial ferries brought in Rs. 7,516. The principal ferries are on the Tista and Jaldhākā rivers. The Tista is not fordable within the district at any season of the year and 11 ferries are maintained on it, of which the most important is the Abduār ferry, opposite the town of Jalpāiguri, which is managed by the Bengal-Duārs Railway Company; 5 miles up stream is another ferry at Pāhārpur, and higher up still are other ferries at Premganj, Rangdhamali, Bāikanthpur, Kharchibāṭi, and Fulbāri. Below the

town and near the old military lines is a ferry at Halapākri, and lower down another at Madarganj, where the road to Cooch Behār crosses the river; below this, again, there are two more ferries at Kāntimāri and Boālmāri. The Jaldhāka, though a broad river, is very shallow and rises and falls in a few hours; during the rains ferries are maintained on it, but these are removed after the rains are over, as the river is fordable everywhere at other seasons of the year. The most important ferries are at the points where the Jalpāiguri-Alipur, Rāmshāi-Gāirkātā and Rāmshāi-Sulkāpārā roads cross the river; a wire-rope ferry will be used to cross the traffic on the new road through the Tondū forest. The Karātōyā river is not fordable in the rains below Bhajanpur, where the road from Jalpāiguri to Titālya crosses it, and a ferry is maintained at this point, other ferries are maintained at Pochagarh on the Jalpāiguri-Bodā road, and at Debiganj on the Bodā-Domār road. Ferries are kept up throughout the year on the Duduyā, Mujnāi, Torsā, Kāljanī, Rāidhak, and Sankos rivers at the points where they are crossed by the main line of road which runs east and west through the Western Duārs. The water in these rivers is nearly always too deep for any one to cross on foot without difficulty, and for practical purposes they may be said not to be fordable at any season of the year.

#### BUNGALOWS.

There is a fairly good dāk bungalow at Jalpāiguri, maintained by the District Board for the use of travellers, and a combined dāk bungalow and inspection bungalow at Alipur Duār is in charge of the Public Works Department. In a district like Jalpāiguri where the rainfall is very heavy, good inspection bungalows are a necessity if officials are to go out on tour during the rains; unfortunately most of the existing rest-houses and inspection bungalows are wretched shanties with inferior posts, thatched roofs and mat-walls. There is a good *pucca* bungalow at Titālya on the Ganges-Darjeeling road, and a fairly good thatched bungalow at Pochagarh on the Jalpāiguri-Bodā road. In the Western Duārs a new bungalow, well raised from the ground on posts, with a corrugated iron roof and plank walls and ceiling, has been built recently at Mānaguri, and a similar building is being constructed at Dhupguri. A bungalow of the same type, but with the addition of a large porch, has been constructed at Sātālī in the Mech and Gāro colony and paid for from the Government Estates Improvement Fund, and it is proposed to provide money from the same fund for new bungalows at Silitorsā and Madāri Hāt.

#### POST AND TELEGRAPH OFFICES.

There are 56 post offices in the district. No detailed record exists, so that it is not possible to give the number of letters and parcels delivered annually. The value of the money-orders issued in the year 1907-08 was Rs. 19,91,453 and of those paid Rs. 5,20,920; tea-garden coolies remit considerable sums of money to their homes. Savings bank deposits amounted to Rs. 1,50,259 and the post office issued three life insurance policies.



There are telegraph offices at Jalpāiguri, Bāurā, Māl, Dam-Dim, Sāili Hāt, Pillaus Hāt, Matiali, Nāgrakātā, Lakṣān, Banerhāt, Birpārā, Gāirkātā, Fālākātā, Alipur Duār, Buxā Kālchini, Pānabasti, and Dalsingpārā, and in addition telegrams can be sent from all the railway stations.



## CHAPTER XII.

## GENERAL ADMINISTRATION.

ADMINISTRATIVE  
CHARGES  
AND STAFF.

The Jalpāiguri district is a non-regulation district, and is included in the list of scheduled districts to which Acts of the Indian Legislature which do not apply *proprio vigore* may be extended by executive order with or without modification; it forms part of the Rājshāhi division, and was transferred to Eastern Bengal and Assam, when that Province was created in 1905. It consists of two well defined parts, *viz.*, the police circles of Jalpāiguri, Rājganj, Bodā, and Pātgrām which used to belong to the district of Rangpur and which are often called the regulation or permanently settled portion of the district, and the Western Duārs, annexed from Bhutān in 1865 which is a large Government estate. In the permanently settled *parganas* all the general Regulations and Acts applying to Bengal are in force, but some of them have not been extended to the Western Duārs, and others have been only partially extended to that area. For administrative purposes the district is divided into two subdivisions; the headquarters subdivision which includes the police circles separated from Rangpur, the small *tahsīl* of Ambāri Fālākātā formerly known as the Bengal Duārs, and that portion of the Western Duārs which lies between the Tista and Jaldhākā rivers; and the Alipur subdivision which comprises the rest of the Western Duārs. The division between the two subdivisions is rather curious; the tract of country covered by the police circle of the Dhupguri outpost is within the criminal and civil jurisdiction of the courts at Jalpāiguri, but for revenue purposes it forms part of the Fālākātā *tahsīl* and is included in the Alipur Duār subdivision. The Sadar subdivision, including the Dhupguri outpost, extends over an area of 1,820 square miles, and is under the direct control of the Deputy Commissioner, who is assisted by a staff of Deputy Collectors stationed at Jalpāiguri. In 1907 a Special Magistrate was appointed for the Rājshāhi division, who has his headquarters at Jalpāiguri, and assists the Deputy Commissioner when not employed in other districts of the division. The Alipur Duār subdivision, which has an area of 1,141 square miles, is in charge of a European Deputy Magistrate, under whom is a Sub-Deputy Collector, who relieves him of the charge of the treasury and helps in the general work of the subdivision. The Western

Duārs is divided into four *tahsils*, of which the three largest, Maina-guri, Fālakātā, and Alipur, are managed by Sub-Deputy Collectors, while Bhālka is in charge of a Ministerial Officer called the Naib-Tabsildār. The small *tahsil* of Ambāri Fālakātā (the Bengal Duārs) on the west of the Tista river used to be under the control of the Deputy Collector of Siliguri, but since the partition of Bengal it has been managed by one of the Deputy Collectors at Jalpāiguri.

The Deputy Commissioner is the head of the local administration; he is also the District Magistrate and can pass sentences of transportation or imprisonment for a term not exceeding seven years, but there is not much crime in the district, and much of his time is devoted to the management of the Government estates. All applications for the settlement of waste lands are referred to him for orders, and he determines whether the applicant is a suitable person to become a tenant of Government, and if so, whether the whole or only a part of the land applied for should be settled with him; he decides whether the digging of an irrigation channel shall be permitted; frequently settles disputes among the tenants and so saves them from the expenses of litigation, and superintends the administration of the various funds which exist in the Western Duārs. As Chairman of the District Board he is responsible for the maintenance of many of the roads, for the expenditure of the money allotted to education, and for the proper working of pounds and ferries. He is also *ex-officio* Chairman of the Jalpāiguri Municipality, and in that office controls the affairs of the town.

THE DEPUTY  
COMMISSION-  
ER.

There are three funds peculiar to the Western Duārs, all of which are classed as excluded local funds; they are the Government Estates Improvement Fund, the Market Fund, and the Jotdārs' Fund.

SPECIAL  
FUNDS.

In addition to a grant of  $1\frac{1}{2}$  per cent of the total collections from Government Estates for the maintenance of roads and of one per cent for education, a sum of money is allotted every year for general improvements, and is spent on buildings, wells, sanitation, and other works which are necessary for the proper management of the estates, or for the benefit of the tenants. The amount granted in 1907-08 was Rs. 18,000 and an extra sum of Rs. 500 was subsequently added for improvements in the part of Jalpāiguri town, which was formerly the military cantonment, and which is now held by Government under a lease from the Bāikanthpur estate.

The  
Government  
Estates  
Improvement  
Fund.

		The list given in the margin shows the principal items of expenditure during the year, and illustrates the class of work for which this fund provides the money. In the previous year Rs. 5,000 was spent in buying the market at Alipur Duār, which was not well managed in private hands. Contributions have also been made from this fund towards the building of hospitals and dispensaries, and every year a number of wells are sunk all for the benefit of the tenants. The Subdivisional Officer of Alipur Duār for his subdivision and the <i>tahsildār</i> of Māinaguri for his <i>tahsil</i> submit lists of their requirements, which are scrutinized and revised by the Deputy Commissioner with the aid of the information which he has obtained when on tour. A list for the district is then prepared and submitted through the Commissioner of the Division to the Board of Revenue for sanction.	
	Rs.		
Compensation for lands resumed for quarters for Government employes ...	851		
Clearing jungle in the Civil Stations of Māinaguri, Alipur Duār, Fālākātā and Kumārgrām ...	669		
Planting trees ...	770		
Repairs to buildings, etc.	3,789		
Sinking wells ...	2,201		
Construction of <i>tahsildār</i> 's quarters at Fālākātā ...	1,758		
Construction of a new <i>tahsil</i> office at Kumārgrām (part) ...	1,762		
Construction of a record room at Kumārgrām ...	500		
Construction of an inspection bungalow in the Mech and Gāro Colony ...	2,500		
Construction of outhouses for the <i>tahsildār</i> 's quarters at Alipur Duār ...	570		
Grant to the Santhal Colony school ...	180		
Drainage ...	339		

#### The Market Fund.

All proceeds derived from the Government markets are credited to a fund called the Western Duārs Market Fund; accounts are kept separately for each *tahsil* and the receipts derived from any *tahsil* are spent only on the markets of that *tahsil*. The fund is a most useful one and the receipts are steadily increasing year by year; improvements made to the markets soon pay for themselves; the people know when they are comfortable and patronise the markets most when the arrangements are best. The chief work done is the construction of sheds with corrugated iron roofs and masonry floors, in which petty dealers can sit and sell their goods, and the provision of a good water-supply and a proper system of drainage. Besides work done in the markets themselves, the fund provides money for the improvement of communications giving access to the markets; in 1905-06 a grant of Rs. 5,000 was made towards the building of a bridge over the Jhordā river at Māinaguri, which enables people from the north and east to get to the market without inconvenience.

Nearly all the work paid for out of either the Government Estates Improvement Fund or the Market Fund is carried out under the supervision of the *tahsildār*s, but large works, or works requiring engineering skill, are placed in charge of the District Engineer.

#### The Jotdār's Fund.

The Jotdār's Fund was started by Mr. Sunder during the settlement of the Western Duārs in 1889-95; it is raised by voluntary

subscriptions from the *jotdārs*, and is expended for their benefit. Those *jotdārs* who wish to subscribe to the fund pay in their subscriptions along with the Government revenue, and the amounts which they pay are entered on the receipts which they get for their revenue. The fund is administered in each *tahsīl* by a Committee of which the *tahsīldār* is the Chairman, and which works under the supervision and control of the Deputy Commissioner. Most of the money is devoted to aiding dispensaries and schools, and, without it, it would be difficult to keep up those institutions. The fund is also used for sinking wells, supplying fruit trees to the cultivators, opening village roads and any other useful work which may be necessary from year to year.

The increase in the revenue of the district shows how greatly it has developed under British rule. In the year 1866-67 the total of the principal heads of revenue in the then district of the Western Duārs was Rs. 1,26,870 and the expenditure Rs. 31,010; in 1907-08 the land revenue paid by the tea-gardens alone amounted to over two lakhs, and that paid by the *jotdārs* to nearly four and a half lakhs of rupees. The present district of Jalpāiguri was formed in 1869, and in 1870-71 the principal items of revenue amounted to Rs. 3,29,940. With the rise of the tea industry and the opening up of the Western Duārs, there has been a steady increase in the revenue of the district. Under the four main heads of land revenue, excise, income-tax, and stamps, the revenue in 1892-93 was Rs. 7,79,805; in 1902-03 it was Rs. 11,64,567, and by 1907-08 it had increased to Rs. 12,82,936. REVENUE.

There are 82 permanently settled estates on the *tauzi* roll of the district, the land revenue payable by which is Rs. 1,36,750. Land revenue. The demand of land revenue payable by the *jotdārs* in the five *tahsīls*, which are estates under the direct management of Government, was Rs. 4,48,637 in 1907-08. In addition there are 180 temporarily settled estates, which are all grants leased out for the cultivation of tea; the amount payable by these in 1907-08 was Rs. 2,03,595. It has been stated in a previous chapter that a resettlement of the Western Duārs is in progress; the extension of cultivation has been so great that a large increase of land revenue would be obtained merely by assessing the cultivated lands at the existing rates. The rates, however, are very low, and leave plenty of room for enhancement. The total collections under the head of land revenue in 1907-08 amounted to Rs. 7,99,050.

After land revenue the excise duties on spirituous liquor, opium and ganja contribute the largest part of the revenue of the district. The income from this source in 1907-08 was Rs. 3,07,932, of which more than 75 per cent or Rs. 2,33,171 was realised from the sale of country spirit prepared by distillation from molasses and the flower of the *mahua* tree (*Bassia latifolia*). There were 46 country spirit shops, or one to every 64 square miles serving an average population of 17,117; as a rule, liquor of two strengths Excise.

is sold, the charge being one rupee or eight annas a bottle, the cheaper liquor is the one usually drunk. The system then in force in the district was that known as the "outstill system." The shops were sold every year to the highest bidders, who obtained the monopoly of the sale of country spirit in the area served by their shops and were permitted to distill as much of it as they could sell. The rough method of distillation practised produced a more or less impure liquor, and in order to ensure the supply of a pure spirit, it was decided to replace the outstill system by the contract distillery system; liquor of a certain strength and quality will be supplied to central depôts in charge of subordinate excise officers, who will issue it to the licensed shopkeepers. The new system was introduced from June 1st, 1909. There will be two depôts in the district, one at Jalpāiguri, and the other at Carron (formerly Luksān) station on the Bengal-Duārs Railway; the tract east of the Torsā river will be served by a depôt at Lālmanir Hāt. Besides distilled liquor the tea-garden coolies and some of the aboriginal tribes drink a considerable quantity of a native beer called *pachwai* which is brewed from rice. Persons belonging to the hill or other aboriginal tribes are allowed to brew it up to a limit of 20 seers without payment of any fee; a fee of Rs. 2 permits them to brew as much as they please for home consumption, while a fee of 8 annas enables them to brew more than the recognised limit for a festive occasion. 1,132 licenses for the home-brewing of *pachwai* were issued in 1907-08 and the fees paid amounted in all to Rs. 2,614. The consumption of ganja, i.e., the dried flowering tops of the female hemp plant (*Cannabis sativa*) is mostly confined to people from up-country; the receipts from this source were Rs. 55,411. Opium brought in only Rs. 13,093; it is used by Chinese carpenters and some of the immigrants from the plains districts of Bengal, but tea-garden coolies hardly ever touch it.

The increase in the excise revenue has been very marked; it was Rs. 1,44,534 in 1892-93, Rs. 2,49,486 in 1902-03 and Rs. 3,07,932 in 1907-08, so that it has more than doubled in fifteen years. The incidence is four annas and eleven pies per head of the population, but this is not distributed evenly over the whole district. Rājbanis and Muhammadans drink little or no liquor while Meches drink all they can get. The chief consumers of country spirit are the tea-garden coolies and most of the liquor shops are in consequence situated in the north of the Western Duārs in the tea-garden area. It is difficult to say whether drinking habits are increasing among this class of the population; the expansion of the excise revenue has been very great, but the number of tea-garden coolies in the district has also increased enormously.

The position of the district makes it difficult to prevent the smuggling of spirituous liquor into it. A few years ago a line of liquor shops existed along the frontier in Bhutān just outside



British territory and country spirit was smuggled freely into the gardens. Subsequently, however, the Political Officer in Sikkim, who is also Political Officer for Bhutān, toured along the frontier accompanied by Rai Ugyen Kazi Bahadur, a Bhutiā official sent by the Tōngsa Penlop. This tour had excellent results; several of the shops in Bhutān were closed and others moved farther away from the boundary of the district. Since then smuggling has decreased, but it still goes on, though to a less extent; in 1907-08 26 persons were convicted for smuggling liquor from Bhutān into the Jalpāiguri district.

In 1902-03, when the minimum income assessable was Rs. 500, the receipts from income-tax were Rs. 36,060 paid by 1,153 assesseees. In 1903 the minimum was raised to Rs. 1,000 and the number of assesseees fell to 432 and the receipts to Rs. 27,416. By 1905-06 the receipts had risen to Rs. 30,366, but in the following year there was a considerable decrease due to the losses sustained by many of the merchants in the Jalpāiguri town when the market with the shops surrounding it was destroyed by fire in April 1905. In 1907-08 the number of assesseees was 511 and the collections amounted to Rs. 32,436. The district is growing in prosperity and in a few years' time the income-tax will yield as much as it did before the minimum assessable income was raised. More than half the receipts are under Part I, the bulk of the assesseees being Managers and Assistant Managers of tea-gardens. It is extremely difficult to estimate the incomes of Mārwarīs and other traders, and many of them probably pay less than they ought to do.

Income-tax.

The total revenue derived from stamps in 1907-08 amounted to Rs. 1,56,611, of which Rs. 1,03,746 were realised from the sale of judicial stamps and Rs. 52,866 from non-judicial stamps. The average receipts for the five years ending in 1902-03 were Rs. 1,44,288 and for the next quinquennium Rs. 1,56,291. The highest amount realised in one year was Rs. 1,59,174 in 1904-05; the decrease since then has been confined to judicial stamps, and is due to decrease of litigation owing to the Bāikanthpur estate having come under the Court of Wards. Compared with the districts of Eastern Bengal the people of Jalpāiguri are not very litigious, and though the income from stamps will doubtless grow with the increase of population, it is not likely to increase rapidly.

Stamps.

The road and public works cesses realised Rs. 1,63,016 in 1907-08, half of which was credited to Government in the Public Works Department, and the other half to the Jalpāiguri District Board. The total demand amounted to Rs. 1,73,603, of which Rs. 1,62,534 were payable by 291 revenue-paying estates and Rs. 8,871 by 169 revenue-free estates. The number of tenures assessed was 252 and the amount due from them Rs. 2,198. In the permanently settled part of the district the estates and tenures

Cesses.



are valued in the usual manner, and the cesses are levied at the maximum rate of one anna in the rupee. The proprietors of temporarily settled estates and the *joddars* in the Western Duārs are assessed at the rate of one anna for each rupee of land revenue payable by them.

#### Registration.

There are four offices for the registration of assurances at Jalpāiguri, Bodā, Māinaguri, and Alipur Duār. The Deputy Commissioner is *ex-officio* Registrar of the district; the office at Jalpāiguri is in charge of a Special Sub-Registrar who has powers to hear appeals from the other Sub-Registrars, and inspects their offices. The average number of documents registered annually at all the offices was 7,071 in the triennium 1899 to 1901, 9,685 in

Name of Office.	Documents registered.	Receipts.	Expenditure.
		Rs.	Rs.
Jalpāiguri ...	4,339	8,460	4,573
Bodā ...	3,620	3,900	1,776
Māinaguri ...	2,472	3,468	1,703
Alipur Duār ...	856	956	2,089
	11,287	16,784	10,141

the next triennium and rose to 11,369 in the triennium 1905 to 1907. The marginal statement gives the most important statistics for 1907. The total number of documents registered was 11,287; the receipts exceeded the expenditure by Rs. 6,643.

All the offices worked at a profit to Government with the exception of that at Alipur Duār where the expenditure was more than double the receipts.

There are Muhammadan Marriage Registrars at Jalpāiguri, Chandanbāri near Bodā, and Fālākātā. They are paid certain fees for each ceremony which they register and are also allowed to receive gratuities.

Name of Office.	Number of Ceremonies registered.	Fees.	Gratuities.
		Rs.	Rs. a p.
Jalpāiguri ...	133	444	41 2 0
Chandanbāri ...	23	41	87 0 0
Fālākātā ...	49	147	15 8 0

The annexed statement shows the work which they did and the amounts which they were paid in 1907. It will be seen, that comparatively few ceremonies are registered;

it is a pity that the Muhammadans do not make more use of these Marriage Registrars; the parties often find it difficult to prove a marriage several years after the ceremony took place, but there seems to be a prejudice against this form of registration.

The chief Civil and Criminal Court is that of the District and Sessions Judge of Dinājpur, whose head-quarters are at Dinājpur, but who visits Jalpāiguri from time to time. Before the formation of the Province of Eastern Bengal and Assam in 1905, the

District was under the jurisdiction of the District and Sessions Judge of Rangpur, but after the transfer of Darjeeling to the Bhagalpur Division of Bengal, it was found more convenient to include Jalpāiguri in the jurisdiction of the Judge of Dinājpur.

The Code of Civil Procedure was extended to the Jalpāiguri district in 1882, but did not come into effect in the Western Duārs until much later, as its application was excluded in express terms by the Bhutān Duārs Act, XVI of 1869, "An Act to exclude the ordinary Civil Court from the cognisance of suits relating to land in the Bhutān Duārs, and for other purposes." The repeal of Act XVI of 1869 by Act VII of 1895, B.C., left the Code of Civil Procedure to be administered in the Western Duārs.

There are two Munsifs at Jalpāiguri, one of whom has power to try suits up to the value of Rs. 2,000, and the Sub-Judge of Dinājpur is also Sub-Judge of Jalpāiguri. The Subdivisional Officer of Alipur Duār has the powers of a Munsif and of a Small Cause Court Judge up to Rs. 50 within his subdivision and is authorised to sit at Alipur Duār, Buxā and Fālākātā for the disposal of civil suits; appeals from his decision lie to the Judge of Dinājpur. Since the repeal of Act XVI of 1869 the Deputy Commissioner of Jalpāiguri has had no civil jurisdiction. The figures for the five years from 1903 to 1907 are given below and show that civil work in the district is practically stationary:—

Suits.				Munsif's Courts.	Small Cause Courts.	Sub-Judge's Court.
1903	Number ...	...	...	2,992	1,125	20
	Average value	...	...	Rs. 101	44	3,166
1904	Number ...	...	...	4,352	1,429	25
	Average value	...	...	Rs. 104	46	6,520
1905	Number ...	...	...	4,008	1,430	27
	Average value	...	...	Rs. 100	45	2,736
1906	Number ...	...	...	3,754	1,497	35
	Average value	...	...	Rs. 103	33	1,836
1907	Number ...	...	...	3,749	1,461	23
	Average value	...	...	Rs. 115	46	2,911
Average of 5 years.	Number ...	...	...	3,971	1,390	26
	Value ...	...	...	Rs. 105	43	3,434

The judicial staff entertained for the administration of criminal justice consists of the District Judge of Dinājpur, the Deputy

**Criminal  
Justice and  
Criminal  
Courts.**

Commissioner who is vested with special powers under section 34 of the Code of Criminal Procedure, the Deputy Magistrates stationed at Jalpāiguri, and the Subdivisional Officer of Alipur Duār; in addition to these the Sub-Deputy Collector and the *Tahsildār* at Alipur Duār have powers as Magistrates of the second class and the *Tahsildārs* of Māinaguri and Fālakātā as Magistrates of the third class. There is a bench of Honorary Magistrates at Jalpāiguri and another at Bodā vested with third class powers; the Manager of the Chaklajāt estates sits singly for the trial of cases at Debiganj and has first class powers.

The criminal work of the district is not heavy, but owing to its position on the frontier, dacoities are not uncommon; these are mostly the work of Nepālis and Bhutiās, who live across the border, but others are committed by Meches whose homes are within the district and who trust to be able to escape into Bhutān if suspicion falls on them. Successful attempts have been made in recent years to break up the gangs of dacoits and bring their members to justice. The most dangerous gang used to work in Nepāl and in the Darjeeling and Jalpāiguri districts; its leader, Balibant Mangar, was a Nepalese subject, who had received a long sentence for dacoity with murder in his own country, but had contrived to escape. After many attempts the Jalpāiguri police succeeded in arresting him and he was convicted for bad livelihood; he was subsequently handed over to the Nepāl authorities who applied for his extradition. This arrest broke up the gang for the time being, but Balibant's nephew, Jaman Singh Mangar, soon collected another gang and began to commit dacoities along the border of the district; he was hunted out of Jalpāiguri by the police and entered Nepāl where he and most of his followers were arrested; the few who escaped at the time have nearly all been run down since by the combined efforts of the Nepāl authorities and the Darjeeling and Jalpāiguri police. Urjan Ghurti, who was the last of the dacoits to remain at large, was arrested in the Alipur Duār subdivision in August 1908. Another gang which gave considerable trouble was composed of Bhutiās who committed a number of dacoities along the frontier; its members have been recently arrested and convicted in Bhutān. Thirty-three crimes, mostly dacoities and burglaries, were traced to a gang which consisted of Meches and Gāros with one local Muhammadan; convictions were obtained in 20 cases and 12 members of the gang were afterwards prosecuted in a gang case under section 401 of the Indian Penal Code and were all convicted. Another gang of Meches committed a dacoity in the Tondū village; the offenders, one of whom had absconded and gone to Bhutān, were arrested and sentenced to terms of imprisonment varying from five to eight years.

**POLICE.**

For police purposes the district is divided into three circles, viz., Jalpāiguri, Māinaguri and Alipur Duār, each of which is in charge of an Inspector. The Jalpāiguri circle comprises three *thānds*,

Jalpāiguri, Bodā and Rājganj, and two independent outposts at Debiganj and Titālyā; there is also a subordinate outpost under Bodā at Jagdal, which is being removed to Pochagarh, as Jagdal is inconveniently situated and difficult of access. The Mainaguri circle includes the three *thānās* of Pātgrām, Māinaguri and Dām-Dim, and the independent outposts of Dhupguri with three subordinate outposts, Nāgrakātā under Māinaguri and Matiali and Krānti under Dām-Dim. The Dām-Dim *thānā* is being transferred to Māl which will also be the head-quarters of the Inspector, and when this is done the Krānti outpost will be abolished. The Alipur Duār circle consists of two *thānās*, Alipur Duār and Fālākātā with two outposts at Buxā and Kumārgām under Alipur Duār. The Buxā outpost will be removed to Atiabāri on the plains where it will be in a more central position and a new outpost will be established at Madāri Hāt under Fālākātā. Thus there are in all 17 centres for the investigation of crime. The regular police force consisted in 1908 of a Superintendent of Police, four Inspectors, 27 Sub-Inspectors, 52 Head Constables, and 354 constables. It is divided into three distinct parts, the District Police Reserve consisting of 1 Inspector, 1 Sub-Inspector, 8 Head Constables and 100 constables, the ordinary Reserve of 1 Sub-Inspector, 9 Head Constables and 62 constables, and the force employed in the *thānās*, courts, and as treasury guards, numbering 3 Inspectors, 25 Sub-Inspectors, 33 Head Constables and 168 constables. In addition to these, two frontier guards are maintained during the cold weather at Chamurchi and Jāigaon; 2 Head Constables and 24 men are employed on this duty. In 1906 the strength of the District Police Reserve was only 1 Sub-Inspector, 2 Head Constables and 25 Constables, but, after the serious riots which occurred in that year among the Santhal coolies employed on the tea-gardens, it was found necessary to increase it to its present strength. At the same time steps were taken to enlist only men who could be trusted in an emergency and, with the exception of 2 Head Constables, the force is now composed entirely of Gurkhas and Meches. The District Police Reserve is not employed on miscellaneous duties, but is kept ready to act in case a serious disturbance takes place; it cannot be employed without the authorisation of the Deputy Commissioner. Besides the regular police, there is a rural police or village watch consisting of 121 dafadārs and 1,503 chaukidārs. The total cost of keeping up the police force, including the chaukidārs who are paid by the villagers, is about 1½ lakhs.

The District Jail is at Jalpāiguri, and there is also a subsidiary jail at Alipur Duār with accommodation for 22 prisoners. The District Jail was built in 1883 to replace the old buildings which consisted of a bamboo palisade of irregular height enclosing several bamboo-made barracks. It can contain 127 prisoners, 120 males and 7 females; there are cells for 6 prisoners and barracks

JAILS.

without separate sleeping accommodation for the remainder. The principal industries carried on in the jail are oil-pressing, surki-pounding, carpet-making, and bamboo and basket work. The

1903	...	...	85
1904	...	...	103
1905	...	...	109
1906	...	...	124
1907	...	...	136

average jail population is given in the margin for the five years from 1903 to 1907. The number of prisoners is increasing, and there were occasions in 1907 when the jail was inconveniently crowded.\*

---

\* In writing this chapter, I am indebted to Mr. A. E. Shuttleworth, Superintendent of Police, for a valuable note on Police and Crime in the district.



## CHAPTER XIII.

## LOCAL SELF-GOVERNMENT.

Outside the Jalpāiguri Municipality and the Buxā Cantonment, the local affairs of the district are managed by the District Board, constituted under the Bengal Local Self-Government Act, III (B.C.) of 1885. This body consists of 17 members, of whom 5 hold office *ex-officio*, 10 are nominated by the Lieutenant-Governor and 2 elected by the members of the Alipur Duār Local Board. The *ex-officio* members are the Deputy Commissioner, who is Chairman, the Civil Surgeon, the Deputy Conservator of Forests, Jalpāiguri Division, the Senior Assistant to the Deputy Commissioner, and the Deputy Inspector of Schools. As at present constituted, 7 of the members of the District Board are officials and 10 non-officials; 9 are Europeans, of whom 4 are tea-planters. Under the District Board is the Alipur Duār Local Board with 6 members, all of whom are nominated, and the Subdivisional Officer as Chairman. Four of the members are tea-planters, the Deputy Conservator of Forests, Buxā Division, is a member *ex-officio*, and the 6th member is the *Tahsildār* of Alipur, who is usually elected Vice-Chairman. There are no Unions in the Jalpāiguri district. Taking into consideration the difficulties of communication, the attendance at meetings is good and much interest is shown in all matters under discussion. The members from the Alipur Duār subdivision are able to attend only the more important meetings, as the journey to and from Jalpāiguri entails nearly three days' absence. In the case of a tea-planter from the Sadar subdivision, attendance at a meeting involves his being away from his garden for the best part of two days. During 1907-08, 15 meetings were held, of which one was adjourned for want of a quorum; the average attendance of members was 8. The Alipur Duār Local Board has not much business to transact and met only four times, excluding one meeting adjourned for want of a quorum. The average attendance of members was 5·4.

THE  
DISTRICT  
BOARD.

The principal duties of the District Board are the maintenance and improvement of roads and communications and the control of primary education, including the administration of the grant for primary schools, and the award of primary scholarships. The District Board is also responsible for seeing that adequate provision is made for medical relief, and for the proper working of pounds and ferries. The Alipur Duār Local Board is dependent on the District Board for its income; it is responsible for such work as may be entrusted to it, and allotments are made to it for the maintenance of the roads and bridges in its charge. Except for 75 miles of road, the maintenance of which rests with

Duties of the  
District  
Board.

the Public Works Department, all the roads and bridges in the district are under the control of the District Board or of the Local Board, which is subordinate to it. It maintains in all 24 miles of metalled and 778 miles of unmetalled road, including 77 miles kept up out of the  $1\frac{1}{2}$  per cent grant made to it by Government on account of the Government estates. The total expenditure on education in 1907-08 was Rs. 40,894, of which Rs. 13,707 were devoted to new buildings for primary schools. Pounds and ferries are farmed out to the highest bidders at an annual auction presided over by the Chairman or Vice-Chairman; the term of lease is usually one year, but in special cases settlements are made for longer periods up to three years.

Income and  
expenditure.

The opening balance at the beginning of 1907-08 was Rs. 19,521 and the receipts during the year were Rs. 1,95,070 giving a total income of Rs. 2,14,591. The expenditure amounted to Rs. 1,74,449, so that the District Board had a balance in hand of Rs. 40,143 at the close of the year. The statements below give the details of income and expenditure for the two years 1906-07 and 1907-08:—

		Receipts.	
		1906-07.	1907-08.
		Rs.	Rs.
Provincial Rates	...	79,290	79,583
Interest	...	22	84
Police (pounds)	...	26,783	27,515
Education	...	1,822	2,302
Medical	...	367	...
Miscellaneous	...	1,533	873
Civil works (including ferries)	...	52,981	20,383
Contributions	...	12,879	54,977
Deposits and Advances	...	9,135	9,353
Total		1,84,812	1,95,070
		Expenditure.	
Administration	...	5,890	5,340
Police (pounds)	...	1,117	518
Education	...	34,431	40,894
Medical	...	5,536	3,974
Superannuation Allowances and Pensions	...	964	1,024
Stationery and Printing	...	454	180
Miscellaneous	...	1,355	1,180
Civil works	...	1,48,278	1,09,171
Deposits and Advances	...	7,603	12,168
Total		2,05,628	1,74,449

Government made large grants to the District Board in both years for expenditure on roads and schools.

District Funds were until recently classed as Included Local Funds, and their budgets were incorporated in the Provincial budget. This system entailed great rigidity, as District Boards could not materially revise their estimates of receipts and expenditure without upsetting the Provincial budget. The funds are now classed as Excluded Local Funds, which give the Boards greater freedom and enable them to revise their budgets when necessary, a matter of considerable importance in a district like Jalpaiguri, where all the conditions may be altered by a flood such as occurred in 1906.

The only Municipality in the district is that of Jalpaiguri. It was constituted in 1885 under Bengal Act III of 1884, the Union which preceded it forming the nucleus of the new administrative body. At first the Board consisted of 13 Commissioners, of whom 3 were *ex-officio* members, the Deputy Commissioner being the Chairman, while the rest were nominated by Government. As at present constituted, the Board consists of 16 Commissioners, of whom 3 are *ex-officio*, the Deputy Commissioner being the Chairman, 3 are nominated by Government, and the remaining 10 are elected, the town being divided into 5 wards for the purpose. The first general election of Municipal Commissioners was held on July 26th, 1906. There were 12 meetings of the Board in 1907-08, of which two were adjourned for want of a quorum. The percentage of attendance was 38·75, which does not compare favourably with the percentage of attendance of members of the District Board. The area within Municipal limits is 3·71 square miles, and the number of rate-payers is 1,572 or 15·36 per cent of the population.

THE JĀLPĀIGURI MUNICIPALITY.

During the 10 years ending in 1901-02 the average annual income was Rs. 19,959. In 1904-05 it was Rs. 72,582 and in the succeeding year Rs. 56,814, but these sums include the grants made by Government for the new hospital building and furniture. The income in 1907-08 was Rs. 37,962, of which Rs. 5,639 belonged to the Dispensary Fund, the accounts of which are incorporated in the Municipal accounts. The principal sources of income are a tax on persons, which in that year brought in Rs. 7,642, a conservancy tax, including scavenging and latrine rates, which realised Rs. 7,042, and a tax on houses and lands, the receipts from which were Rs. 2,936. Grants and contributions for special purposes amounted to Rs. 5,495 and the Municipality obtained from Government a sum of Rs. 2,000, part of a loan of Rs. 6,000 for the reconstruction of an old wooden bridge over the Karla river. This bridge, which gives access to the market-place, has now been rebuilt and made passable for cart traffic. The tax on persons is levied at the rate of 10 annas per cent on the incomes of the rate-payers and the latrine rate is assessed at 5 per cent on the annual letting value of the houses. The current demand of taxes is

Income and expenditure.

Rs. 18,551; the incidence of taxation being Re. 1-13-2 per head of the population.

The expenditure during the decade ending 1901-02 averaged Rs. 18,354 a year. In 1904-05 it was Rs. 68,361 and in 1905-06 Rs. 74,804, but these amounts include the cost of the new hospital building and furniture. In 1907-08 it was Rs. 33,875, out of which Rs. 6,577 came under the head "Extraordinary and debt." Conservancy is the heaviest charge on the Municipality and cost Rs. 8,576; Rs. 7,748 were expended on medical relief, Rs. 4,497 on roads, and Rs. 1,496 on lighting the streets. The municipality maintains  $2\frac{1}{2}$  miles of metalled and 9 miles of unmetalled roads. Seven miles of road within the town are kept up by the District Board, as they form part of the main roads of the district. A staff of 2 Jamadars and 74 sweepers is employed, and conservancy work is on the whole efficiently done. The water-supply is obtained from wells of which there are 21 belonging to the Municipality; well-to-do people have their own masonry wells, but the poorer classes rely on the Municipal wells for their drinking water. The Karla river, which runs through the town, is used only for bathing and washing.

Needs of the  
Municipality.

The principal requirements of the Municipality are the improvement of the system of drainage, and the filling up of the pits and hollows which form pools of stagnant water during the rains, and contribute largely to the unhealthiness of the town. The drainage of part of the town is towards the Karla river and of the other part towards the low-lying fields beyond the railway embankment. The Municipal Commissioners have done what they could with the limited funds at their disposal to improve the existing *kutchra* drains, but much still remains to be done and more masonry drains are needed in the bazar. A beginning has been made towards filling up the places where water accumulates, but difficulty is experienced in getting sufficient earth for the purpose, and the cost of carting sand from the river Tista is so high that it is beyond the resources of the Municipality.

## CHAPTER XIV.

## EDUCATION.

Education is very backward in the Jalpāiguri district. The population is almost entirely agricultural and the boys are valuable at an early age for many purposes; they are, therefore, not sent to schools situated at a distance from their homes, and are taken away whenever there is much work to be done in the fields. With few exceptions, the people do not live in villages but in groups of houses on the different *jots*, scattered at some little distance from one another, and it is difficult, on account of this, to choose a central site for a school which will be convenient to all residents in the vicinity. Another cause operating against education is the absence of an upper or wealthy class in the district, the population being mainly composed of Rajbansis, lower-class Muhammadans, and Meches, holding small *jots*, and of tea-garden coolies. At the census of 1901 the proportion of the population recorded as able to read and write was 7 per cent for males, and 4 per mille for females or about 4 per cent for the whole population. In 1907-08 there were 13 schools for every 100 square miles, and one school for every 1,929 of the population; 17.4 per cent of the males and 1.7 per cent of the females, or 10.1 per cent of the total population of school-going age, were at school. Even these figures, however, mark a great advance. In 1879 there were only 64 schools, attended by 1,372 pupils, while in 1907-08 the number of schools was 418 and the number of pupils 12,196.

GENERAL  
STATE OF  
EDUCATION.

There are two High Schools in the district, one of which is the Government Zilla School, and the other is the Debiganj High English School, which is aided by the District Board. The Zilla School had 227 pupils on its rolls in 1907-08, or 18 more than in the previous year; 106 of the boys were in the higher stage, 49 in the middle stage, and 72 in the upper primary stage. The numbers have kept up satisfactorily, as all classes below the 4th were abolished in 1907 and the school no longer teaches the lower primary stage. The school-house was burnt down in 1907, and it is now accommodated in temporary buildings; a good site on the banks of the Tista river has been chosen for the new school-house, and to this will be added hostels for Hindu and Muhammadan boys. The total expenditure on the school was Rs. 6,099, of which Rs. 1,347 were met from Provincial revenues and Rs. 4,752 from fees. The cost per head of the pupils was Rs. 26-13-10. The Debiganj School was formerly a Middle English School, but was raised to the status of a High School during 1907-08 through the exertions of Mr. Narendra Nath Sen, Manager of the Chaklajāt

SECONDARY  
SCHOOLS FOR  
BOYS.  
High Schools



estates. It is well managed and, if it is recognised by the Calcutta University, its numbers will increase considerably. A fine masonry building is being constructed for the school on an excellent site. The number of pupils on the rolls in 1907-08 was 155 of whom 28 were in the higher stage, 25 in the middle stage, 39 in the upper primary stage, and 63 in the lower primary stage. The total expenditure was Rs. 3,891, of which the District Board contributed Rs. 293; Rs. 1,085 were obtained from fees, and the balance was met mainly by grants from the Cooch Behar State. The cost per head of the pupils was Rs. 25-1-7.

Middle  
English  
Schools.

The number of Middle English Schools is four, and they were attended by 196 pupils in 1907-08. During that year the Debiganj School was raised to the status of a High School, but its place was taken by the Upper Primary School at Barnes Junction, which was raised to the status of a Middle English School at the instance of the Manager of the Bengal-Duārs Railway. The Deputy Inspector of Schools states that Middle Schools, both English and Vernacular, have decreased both in numbers and in strength since 1897-98, as students who pass the final examinations from them are not eligible for Government service or for a professional career, both of which entail passing the entrance examination of the Calcutta University. Boys, therefore, who desire to go beyond the primary stage, join the High Schools as soon as possible. Of the four Middle English Schools, one is under the direct management of the District Board, two are aided by that body, and the school at Falakata receives no aid from the District Board, but obtains considerable grants from the Jotdārs' Fund. This school which is situated in the Western Duārs in a part of the country where, with the exception of a few shopkeepers, the people are all engaged in agricultural pursuits, is much appreciated by the *jotdārs* and did not share in the general decline. The total expenditure on Middle English Schools in 1907-08 was Rs. 2,695, of which the District Board contributed Rs. 261, fees Rs. 787 and subscriptions, including grants from the Jotdārs' Fund, Rs. 1,647. The total cost per head of the pupils was Rs. 14-3-3.

Middle  
Vernacular  
Schools.

There were nine Middle Vernacular Schools in 1907-08 with 449 pupils. One of these, which is under the direct management of the District Board, was started during the year; seven are aided schools and the Pātgrām School is unaided. The total expenditure on these schools was Rs. 4,200 or Rs. 9-5-8 per head of the pupils. The seven aided schools expended Rs. 3,543, to which Provincial revenues contributed Rs. 20, the District Board Rs. 778, the Jalpāiguri Municipality Rs. 180, fees Rs. 1,554 and subscriptions Rs. 1,011. The Pātgrām School had 79 pupils on its rolls and cost Rs. 270, of which Rs. 84 were received from fees and Rs. 186 from subscriptions.

PRIMARY  
EDUCATION  
FOR BOYS.

Primary education is of the greatest importance in a district like Jalpāiguri, where so many of the people are illiterate. Before

1907-08 much money was wasted in subsidising inferior schools; it used to be the practice to give a grant-in-aid to any school which had managed to exist for six months, without considering its position with regard to already existing schools. During that year a material change was made. Weak and inefficient schools, which were doing no real good, were deprived of their grants and the money thus saved was used to place more efficient schools in a sound financial position, and to enable them to pay their teachers adequately. No grant was made to any school within a radius of three miles of one of these selected schools, which are termed Class I Schools. The immediate result has been a decrease of 140 schools and 2,217 pupils, but the decrease is only temporary and will soon be made up when the new Class I Schools get into working order and the people learn to appreciate them. The number of primary schools in the district in 1907-08 was 345 which were attended by 10,134 pupils. In order to improve the standard of teaching in the schools, two Guru Training Schools under the direct control of Government are maintained at Pochagarh, near Bodā, and at Alipur Duār. Good buildings have been constructed for them at a cost of Rs. 4,500, and on March 31st, 1908, 5 Hindu and 13 Muhammadan teachers were being trained in them. The total expenditure in maintaining these schools was Rs. 1,571.

As might be expected from the nature of the population, female education is in a very backward state, the cultivators as a rule seeing no object in educating their girls. On the other hand, in the Santhāl colony, many of the girls attend school and the women show much anxiety to get their daughters educated. The number of girls' schools in 1907-08 was 35 with 597 pupils, a considerable advance from the preceding year when there were only 26 schools and 376 pupils. Taking into account the girls, who were reading in boys' schools, the total number of girls at school was 959. This is a very small proportion of the girls of school-going age, but is, nevertheless, a considerable improvement on former years. All the girls' schools were Lower Primary Schools with the exception of one Middle Vernacular School attended by 41 pupils.

The most important of the private institutions are the Maktabas of which there were 31 in 1906-07. Muhammadans are beginning to realise that it is necessary to give their boys a secular education if they are to be in a position to compete with Hindus in after-life, and the result was very marked in 1907-08. Eleven of the Maktabas, while retaining, religious teaching, adopted the Lower Primary Standard and are now classed as Lower Primary Schools. Eleven others were amalgamated with secular schools in the neighbourhood, and only nine retain their original character of institutions teaching only the Koran. There is a Bhutiā school at Chunābāti which is attended by 12 pupils. The teacher is a Lama,

FEMALE  
EDUCATION.

PRIVATE  
INSTITU-  
TIONS.

and instruction is imparted in the Bhutiā language. Manuscript books written in the Tibetan character are used.

SCHOOL  
BUILDINGS.

Village schools have until the last few years been held in any hut or shed which could be made use of for the purpose. The buildings were generally dark, ill-ventilated and unsuitable, and a beginning has been made of replacing them by good school-houses built in accordance with a standard plan. The total expenditure on buildings in 1907-08 was Rs. 27,833, of which Rs. 5,782 were contributed by Provincial revenues and Rs. 14,057 by the District Board, which received a grant from Imperial Funds. Altogether 44 new school-houses were constructed, of which 38 were for Class I Lower Primary Schools. When a new building is constructed for a Lower Primary School, the villagers are expected to contribute one-third or one-quarter of the cost according to their means, and work is not started until the money has been paid in. The response made has been most gratifying; in several instances the people have raised more money than they were asked for in order to construct specially good buildings. Sites are readily given for these school-houses and the land is formally made over to Government.

CONTROL.

Apart from the High Schools, the general control of education is vested in the District Board, and there are school committees for all Secondary and Upper Primary Schools. The inspecting staff consists of the Deputy Inspector of Schools, who is a Government Officer and is *ex-officio* member of the District Board, and four Sub-Inspectors and two Assistant Sub-Inspectors, who are employes of the District Board. The Deputy Inspector acts as the adviser of the Board in all matters connected with education.

## CHAPTER XV.

## GAZETTEER.

**Alipur Duar.**—The head quarters station of the subdivision of the same name. It is situated on the north bank of the Kāl jāni river, in  $26^{\circ} 29' N.$  and  $89^{\circ} 32' E.$  Its population in 1901 was 571, but it has much increased since then. Alipur Duār is named after the late Colonel Hedāyat Ali Khān, who did good service in the Bhutān war and was the first Extra-Assistant Commissioner to be stationed there. It is the centre of a large and increasing trade. It is a station on the Cooch Behār State Railway, and is connected by a good road with Jalpāiguri; another road runs north to Buxā, but this is in bad order up to Buxā Road station, though efforts are being made to improve it. A few years ago Alipur Duār was a village of thatched huts; only one Mārwāri merchant had a shop with a corrugated iron roof; now new houses are being built on every side and iron roofs are the rule, rather than the exception. The market is of some importance; it was treated as a private market at Mr. Sunder's settlement, and was leased for a nominal sum; as it was badly managed, and a menace to the health of the civil station, Government bought back the market and the surrounding land from the lessee in 1907 for Rs. 5,000; it is now expanding rapidly and promises to be the centre of the trade of the country round Alipur Duār. The station contains the usual buildings, including courts, a *tahsīl* office, a jail with accommodation for 22 prisoners, and a dispensary. The old dispensary building was burnt in 1906 and the new hospital is a much improved structure with good accommodation for in-door patients. During the last few years the Kāl jāni river has been cutting away its northern bank and encroaching on the civil station; the old camping ground has nearly all been cut away, and if the river continues to move to the north, the question of moving the headquarters of the subdivision will have to be considered. Alipur Duār is not a healthy place; it is situated on low-lying ground where rice used to be cultivated before the annexation of the Western Duārs. There are several old beds of the Kāl jāni river in the neighbourhood and one of these, now a stagnant *jheel*, runs right through the civil station. During the rains, water lies about freely, and though much is being done to keep the roads and drains free from jungle, the inhabitants suffer severely from malarious fever. The rains are heavy and last from May to September; the average annual rainfall during the last five years is 140.75 inches. In these months when rain is not falling the heat during the day and often during the night is most oppressive; at such times there seems a want

of sufficient air to breathe, and the steamy atmosphere renders it difficult to summon enough energy to do any work.

**The Alipur Duar Subdivision.**—The eastern subdivision of the Jalpāiguri district, lying between  $26^{\circ} 24'$  and  $26^{\circ} 51'$  N. and  $89^{\circ} 3'$  and  $89^{\circ} 53'$  E. and extending over 1,141 square miles. Its population was 119,353 in 1901 against 72,447 in 1891. It is still very sparsely peopled, the density to the square mile being only 105, but it includes large areas of reserved forest, and the waste land available for settlement is being steadily taken up and brought under cultivation. The subdivision forms part of the Western Duārs and has increased in numbers and prosperity since it came under British rule. The rise of the tea industry has led to the introduction of a large foreign population and many immigrants from the Cooch Behār State and the district of Rangpur have made their homes in it. The subdivision contains the military cantonment of Buxā and 178 villages, at one of which, Alipur Duār, its headquarters are situated. The chief markets are at Alipur Duār, Buxā, Fālākātā, and Madāri Hāt; there are also large private markets on some of the tea-gardens.

**Ambāri Fālākātā.**—Formerly called the Bengal Duārs, a small Government estate, or *tahsīl*, lying to the west of the Tista, and bounded on all sides by the Bāikānthpur *pargāna*. It was annexed from Bhutān in 1865 at the same time as the Western Duārs and takes its name from a mango grove which stands on one of its *jots*. The Karātoyā runs through the centre of the *tahsīl*. The land on both sides of the river is high and sandy, but grows crops of mustard and *aus* rice; the soil is generally inferior to that east of the Tista, and there is a tendency for the people to move into the Western Duārs. The area of Ambāri Fālākātā is 9,837 acres or  $12\frac{1}{2}$  square miles, of which 9,370 acres were settled by Mr. Sunder in 1889–95. The number of *jots* is 56 which gives an average holding of 167 acres. There are 406 shareholders, and it would be better if the *jots* were split up among them; at present they are too large for an ordinary family to cultivate, and there is much sub-leasing. Many of the under-tenants or *chukānidārs* are the sons and nephews of the *jotdārs*, a practice which is peculiar to this *tahsīl* and is not found in the Western Duārs, and which has been attributed to the fear which *jotdārs* have of losing their lands if any one among the shareholders fails to pay his proportion of the Government revenue. Rates of rent are, however, low, and the *jotdārs* should have no difficulty in paying them; it is more probable that the practice originates in an attempt to save something in case the lands are sold at the instance of a money-lender by order of the civil court.

**Bagrakot.**—The terminus of the western branch of the Bengal-Duārs Railway. It is situated near the foot of the hills close to the Darjeeling border, and is always much cooler than Dām-Dim,  $6\frac{1}{2}$  miles distant.



**Barnes Junction.**—A station on the Bengal-Duārs Railway. It is connected by a branch line, about a mile in length, with Barnes Ghāt on the left bank of the Tista opposite Jalpāiguri, with which it is connected by a ferry under the control of the railway company. Barnes Ghāt used to be the terminus of the Bengal-Duārs Railway and passengers and goods were ferried across the river and joined the Eastern Bengal State Railway at Jalpāiguri. The construction of the southern branch of the railway in 1898—1900 to Lālmanir Hāt on the Dhubri extension of the Eastern Bengal State Railway gave through communication and avoided the troublesome crossing of the Tista river. There is a small bazar at Barnes Junction and a *hāt* started two years ago is flourishing and promises to become an important jute market. The Manager of the Bengal-Duārs Railway has his headquarters at Barnes Junction but intends to move to Domohani where the workshops are situated.

**Baura.\***—A village situated on a small tributary of the Tista in  $26^{\circ} 15' N.$  and  $89^{\circ} 5' E.$  It can be reached by boats of 30 or 40 tons burden all the year round and used to be the principal river mart of the district, whence large quantities of tobacco, mustard seed, jute, cotton, and hides were exported by water to Serājganj and Dacca. Of late years the merchants have been sending their goods by rail in preference to the river, but the trade of the village shows no signs of diminishing. Out of 111,977 maunds of tobacco carried by the Bengal-Duārs Railway in 1907, 91,800 maunds were despatched from Baura station and in the following six months 49,499 out of 61,195 maunds.

**Bengal Duārs.**—See Ambāri Falakātā.

**Bhitagarh.**—The ruins of an ancient city situated in  $26^{\circ} 27' N.$  and  $88^{\circ} 37' E.$  The city comprised four separate enclosures, the innermost being the palace of Prithu Rājā, whose date is unknown, but who probably preceded the Pal dynasty of the ninth century. It occupies a considerable area and must have been in old days a large and strong fortification; it is surrounded by moats, water to fill one of which was obtained from the Tālmā river on the west. The citadel contains a large tank, with the remains of ten masonry ghats. Prithu Rājā is said to have drowned himself in this tank in order to avoid pollution from the touch of the Kichoks, an impure tribe of gipsies who had invaded his country from the north, and his spirit is still believed to dwell in some trees and bushes which grow on the bank adjoining the palace.†

**Bhutan Duārs.**—The tract of country lying along the foot of the Himalayas which was ceded by the Bhotias after the Bhutan war.

\* The population of Baura in 1901 cannot be given separately. It was included for census purposes in mauza Sibram, the total population of which was 5,117.

† A fuller description of these ruins will be found in Chapter II.

It was divided into two portions; the Western Duārs, which now forms part of the Jalpāiguri district, and the Eastern Duārs, which is included in the district of Goālpārā. The Bhutān Duārs comprises a strip of country about 180 miles in length with a breadth of from 20 to 30 miles.

**Boda.**—A village on the south-west boundary of the Jalpāiguri district where it marches with Dinājpur. It has a police station, sub-registry office and dispensary and a bench of Honorary Magistrates sits once a week for the trial of petty cases. It is the headquarters of the largest *tahsīl* of the Chaklajāt estates, the property of His Highness the Mahārājā of Cooch Behār. Bodā is connected by road with the Domār station on the Eastern Bengal State Railway (19 miles) and with Jalpāiguri (32 miles). It was at one time a place of some importance, but with the advent of the railway, circumstances have changed and it is never likely to rise to its former position. The *pargana* of Bodā, which now forms the jurisdiction of the Bodā police circle, is the largest in the district and covers an area of 381 square miles with a population of 165,007.

**Buxā.**—A military cantonment situated on a small gravel plateau 1,800 feet above sea-level, in a valley in the lower range of the Bhutān Hills, in 26° 46' N. and 89° 35' E. Its population in 1901 was 581. It commands one of the principal passes into Bhutān and is two miles from Santrābāri, at the foot of the hills and six miles from the frontier. A good road, maintained by the Military Works Department, leads to it from the Buxā Road station on the Cooch Behār State Railway; for three miles this road runs through the reserved forest to Santrābāri whence a hill road, with gradients too steep for carts, winds in and out to the cantonment. Before the railway was constructed troops had to march from Cooch Behār, 32 miles away, and the road was then kept in excellent repair. The cantonment, which was established during the Bhutān war in 1864, consists of a rough fort with 3 pickets called the right, left, and Magdala, on spurs at a higher elevation; it was garrisoned in 1908 by a detachment of the 62nd Punjabis, comprising three officers, and a double company of 200 men. It has been proposed to remove the troops and replace them by military police, but nothing has been settled yet. Water is obtained from two perennial streams, one of which issues from the base of the plateau. The average annual rainfall is 209 inches. Though it is not situated at a high elevation, the climate of Buxā is salubrious and there is little illness among the troops stationed there; the heat is never excessive and *punkhas* are not required. During the rains the place swarms with leeches, and it is impossible to move off the roads without getting covered with them. The Medical Officer in charge of the garrison is Civil Surgeon of Buxā and part of the military hospitals is devoted to the use of patients from the surrounding country; very few patients however, present themselves for treatment

and the building is seldom half full. Buxā lies on one of the trade routes from Bhutān, whence ivory, wax, wool, musk, rhinoceros horns, cotton cloth, *endi* silk cloth, blankets, honey and brick tea are imported and bought by local merchants, who pay for them in cash or barter rice, tobacco, English cloth, betelnut, etc., for these commodities. Large quantities of indigenous wool from Bhutān, Tibet and Central Asia enter India by this route for export to Europe. After the Tibet expedition when the Chumbi valley was held by British troops, much of the trade deserted Buxā, but, since the withdrawal of the troops, the route through the Chumbi valley is less secure and merchants are exposed to the exactions of local officials with the result that they are again using the old road through Buxā.

**Chalsa.**—A station on the eastern extension of the Bengal-Duārs Railway. A metalled road leads from it to Matiali Hāt, one of the largest markets in the tea-garden area.

**Chota Sinchula.**—A peak of the Sinchula range situated about 7 miles north of Buxā Cantonment in  $26^{\circ} 47' N.$  and  $89^{\circ} 34' E.$  It is the highest point in the Jalpāiguri district and has an elevation of 5,695 feet above sea level. This peak separates British from Bhutān territory.

**Dam-Dim.**—A station on the Bengal-Duārs Railway and the terminus of the original line. It is surrounded by tea gardens and a weekly market is held which is largely attended by the coolies. The Dām-Dim police station is notoriously unhealthy and the men stationed there suffer severely from malarious fever; it will be removed this year (1908) to Māl.

**Debiganj.**—A small village on the Karātoyā river,  $4\frac{1}{2}$  miles from Domār station on the Eastern Bengal State Railway, with which it is connected by a good road. It is situated on a high open stretch of land and though the temperature is considerable during the hot weather it is a healthy place. Debiganj is the headquarters of the Manager of the Chaklajāt estates, the property of the Mahārājā of Cooch Behār. The present Manager is an Honorary Magistrate with 1st class powers and sits singly for the trial of cases. There is a good Middle English School here with over 150 pupils which has been recently raised to the standard of a High School; it is held for the time being in temporary huts, but a fine masonry building is in course of construction. There is an independent police outpost at Debiganj and a dispensary, maintained by the Cooch Behār State.

**Dhupguri.**—A village on the Jalpāiguri-Alipur road about half way between Māinaguri and Fālākātā. It is the centre of a fertile tract of rice growing country and is connected by good roads with Gāirkātā on the north and Nāothoa on the north-west, at both of which places there are large markets through which supplies reach the tea gardens. The market at Dhupguri is of considerable importance and much jute is brought to it for sale; it was leased to

a private person for a nominal sum at the last settlement of the Western Duārs and its condition compares unfavourably with that of the neighbouring Government markets. A new inspection bungalow is being built at Dhupguri. There is an independent police outpost here, but the men suffer much from fever and the place is one of the most unhealthy stations in the Western Duārs.

**Domohani.**—A station on the Bengal-Duārs Railway about nine miles north of Barnes Junction. The railway workshops are situated here and there is a large market. A good road connects Domohani with Māinaguri, three miles to the north-east, and there is a ferry across the river Tista to Pāhārpur on the Jalpāiguri-Dām-Dim road.

**Duars, Bengal.**—See Ambāri Fālākātā.

**Duars, Bhutan.**—See Bhutān Duārs.

**Duars, Western.**—The tract of country, lying along the foot of the Himālayas between the Tista and Sankos rivers. It includes some outlying spurs in the north-east of the district, on one of which the Buxā cantonment is situated, and has an area of 1,968 square miles and a population (in 1901) of 410,606. It is bounded on the north by the Darjeeling district and Bhutān, on the east by the Sankos river, on the south by the Cooch Behār State and pargana Bāikanthpur, and on the west by the Tista river. This tract, with the Eastern Duārs, which now forms part of the Goālpārā district, was annexed to Bengal in 1865 at the time of the Bhutān war. The Western Duārs slopes from north-west to south-east, and is intersected by numerous rivers and streams, which drain the Himālayas. In the north, a series of well wooded plateaux, rising to between twelve and fifteen hundred feet, form the connecting link between the hills and the plains. Their soil, a reddish loamy clay, in places of great depth, their climate, and the rainfall which reaches 180 inches in the year, are all well adapted to the growth of the tea plant, and the gardens extend throughout their entire area except where the land is occupied by the reserved forests, the area of which is 509 square miles. At the foot of these plateaux used to stretch a belt of grass jungle, which gradually gave way to the ordinary cultivation of the plains, but as far east as the Torsā river nearly all the grass has been cleared away and the land brought under the plough. East of Alipur Duār the country is thinly peopled and there is still a good deal of waste land available for settlement. The closest tillage is to the west between the Tista and Torsā rivers, where rich fields of rice, jute, tobacco, and mustard stretch up to the Cooch Behār boundary. Owing to the development of the tea industry, the population, which was very small when the Western Duārs was first acquired, is rapidly increasing; large numbers of immigrants, mainly from Chota Nāgpur and the Santhāl Parganas, have come into the district to work in the tea-gardens and many of them have settled down in it. The settlement of land for ordinary

cultivation is making great progress; the rates of rent are very low and cultivators are attracted, not only from the permanently settled parganas west of the Tista, but also from Rangpur and the Cooch Behār State. Many Nepalese are also settling in the district. A rough settlement of the Western Duārs was made after its annexation and, with the exception of the forests and the tea-gardens, there were re-settlements in 1874—1880 and 1889—1895. On the last occasion the period of settlement was fixed at 15 years in the case of the four *tahsils* of the Western Duārs and at 10 years in the case of Ambāri Falākātā, but it was subsequently arranged that the settlement should run in all cases until March 31st, 1908, and a new settlement is now being made. The average holding of a *jotdār* is 38·6 acres, but the *jots* vary greatly in size, the largest measuring no less than 2608·94 acres; the incidence of revenue to the acre on the whole area is 15 annas 7 pies, or if calculated on homestead and cultivated land only, Re. 1-10-0 an acre. The average holding of an under-tenant or *chukānidār* is 11·4 acres. For administrative purposes the Western Duārs is divided into four *tahsils*, viz., Māinaguri, Alipur, Falākātā, and Bhālka. The principal Government markets are Māinaguri, Rāmshāi Hāt, Matiali Hāt, and Amguri in the Māinaguri *tahsil*; Falākātā, Gaikātā, and Madāri Hāt in the Falākātā *tahsil* and Alipur Duār in the Alipur *tahsil*. Many of the tea-gardens have *hāts* of their own and there are several private markets, the most important of which are Bāradighi, Nāothoa, Dhupguri and Silitorsā.

**Falakata.**—A village situated on the east bank of the Muju-nāi river close to the boundary of the Cooch Behār State in 26° 31' N. and 89° 13' E. Its population in 1909 was 287. It is the headquarters of the *tahsil* of the same name which comprises the tract of country between the Jaldhākā and Torsā rivers. Falākātā was formerly the headquarters of what is now the Alipur Duār subdivision. It has an important market at which some of the best jute, tobacco and mustard grown in the Western Duārs are sold and is connected by a good, well bridged road with Madāri Hāt, the eastern terminus of the Bengal-Duārs Railway. It is 32 miles from Jalpāiguri and 22 miles from Alipur Duār, the main road between which places passes through it. The Muju-nāi river is navigable up to Falākātā by boats of 50 maunds burden throughout the year. An annual fair, lasting about a month, is held in February on the occasion of the Sripanchami festival, at which prizes are given for agricultural produce and stock. Bhutiās used to visit the fair in large numbers but few of them do so now. There is a good dispensary, with a separate building containing beds for in-door patients, and a police station is located here.

**Gairkata.**—A village on the Angrabāsha river, a tributary of the Duduynā; it has a large Government market and is the centre of a series of roads, maintained by the Public Works Department,



which connect it with the rice growing country on the south, and the tea-gardens on the north. There is a large tea-garden here, the machinery in the factory is driven by a turbine, water for which is obtained from the river.

**Jalpaiguri**—The administrative headquarters of the Rājshāhi division and of the Jalpāiguri district, situated on the right bank of the Tista river in  $26^{\circ} 32' N.$  and  $88^{\circ} 43' E.$  Its population at the census of 1909 was 10,231. The town derives its name from the olive trees which used to exist in some numbers; even as late as ten years ago, many of them were to be seen near the Deputy Commissioner's cutcherry, but these have all died and the only tree left is one in the compound of the American Baptist Mission. The town is divided into two parts by the Karla river over which there are two bridges, one near the Deputy Commissioner's offices, and the other, higher up stream, near the market place. On the east are the bungalows and offices of the Commissioner and Deputy Commissioner, the jail and the hospital; on the west, the European quarter, situated in the old military cantonment, and the main bazar and the railway station. Jalpāiguri is a well wooded town, the main roads being shaded by avenues of trees; in May and June when the *ājār* trees are in flower, the effect is very pretty. A fine view of the snowy peaks of the Himālayas can be seen in clear weather from the iron bridge across the Karla river. The principal buildings are the residential club, where the Duārs Planters' Association holds its meetings, the Bank of Bengal, the Post and Telegraph Office, the District Board Office, the hospital, the jail, and the Deputy Commissioner's bungalow; the last named is a two-storied masonry building well situated on the bank of the Tista, and is the only really good house so far provided for Government officers. A new house is being built for the Commissioner of the Rājshāhi division.

Jalpāiguri has always been a bad place for fires, owing probably to the inflammable nature of most of the buildings. In 1878 the whole of the Government offices, except the treasury, including the Commissioner's office, the Deputy Commissioner's offices, the Judge's Court house and the Munsif's Court were burnt to the ground. In consequence of this fire the Commissioner removed to Rāmpur Boalia, but Jalpāiguri again became the head-quarters of the division in 1888 when Lord Ulick Browne was Commissioner. In 1897 the Munsif's Court was again burnt down, in 1898 the Circuit House, in 1905 the market and surrounding shops, in 1906 the Deputy Commissioner's offices, and in 1907 the Zilla School. The temporary buildings, in which the Deputy Commissioner's offices were housed, were destroyed by fire in 1908. Most of these fires were the work of incendiaries, but the perpetrators have never been discovered. The destruction of the market in 1905 was not an unmixed evil, for good *pucca* shops have taken the place of the old unsightly structures.

The town though small does a considerable trade; it is served by the Eastern Bengal State Railway and is connected with Barnes Ghāt on the east bank of the Tista by a ferry. Since the construction of the southern extension of the Bengal-Duārs Railway, which was opened throughout for traffic in 1900, much of the trade, which formerly passed through Jalpāiguri, goes *via* Lalmanir Hāt and Parbatipur.

A Municipality was constituted in 1885 and the Board consisted of 13 Commissioners of whom 3 were *ex-officio* members, the Deputy Commissioner being the Chairman, while the rest were nominated by Government. In 1905 the number of members was fixed at 16 including the Chairman, of whom 3 are *ex-officio*, 3 are nominated and the remainder are elected, the town being divided into five wards for the purpose. The Deputy Commissioner is *ex-officio* Chairman. The area within Municipal limits is 3.71 square miles. The average income for the decade ending in 1907-08 was Rs. 34,363 and the expenditure Rs. 33,503; the figures are increased by large grants made in 1904-05 and 1905-06 for the construction of a new hospital building. In 1907-08 Rs. 7,642 were derived from a tax on persons, Rs. 7,042 from a conservancy rate, Rs. 2,936 from a tax on houses and lands, and Rs. 604 from a tax on vehicles. The incidence of taxation was Re. 1-13-2 per head of the population. In the same year, Rs. 1,496 were spent on lighting, Rs. 8,576 on conservancy, Rs. 7,748 on medical relief, Rs. 4,497 on roads, and Rs. 763 on education. The chief educational institution is the High School, maintained by Government, with 227 pupils on its rolls. The hospital was completed in 1905 and has accommodation for 24 in-patients; it is much appreciated by the people and is always full. It was built at a cost of Rs. 31,303 of which Government gave Rs. 15,000, the District Board and the Municipality each Rs. 5,000 and the balance was raised by private subscriptions. The jail has accommodation for 127 prisoners and was built in 1863. The convicts are employed on oil-pressing, twine and rope weaving, cane work, rice husking and carpet making, the products being disposed of locally.

A camp of exercise of the Northern Bengal Mounted Rifles is held every year at Jalpāiguri. The total strength of the corps on April 1st. 1908, was 848, comprising mounted troops 301, maxim gun company 73, cadet companies 424 and reservists 50.

**The Jalpāiguri Subdivision.**—The western subdivision of the Jalpāiguri district, lying between 26° and 27' N. and 88° 20' and 89° 7' E. and extending over 1,820 square miles. Its population in 1901 was 668,027 giving a density of 367 persons to the square mile, or more than three times that of the Alipur Duār subdivision. The subdivision includes two distinct tracts—the permanently settled *parganas*, which once formed part of Rangpur, and the Māinaguri and Dām-Dim police circles and the

Dhupguri outpost which are part of the Western Duārs. The population of the Western Duārs is rapidly increasing while that of the remainder of the district showed a decrease at the last census. The subdivision contains one town, Jalpāiguri, its headquarters, and 588 villages. There are interesting archaeological remains at Bhitargarh and Jalpes. The chief centres of trade are Jalpāiguri town, Titālyā, Baura, Māinaguri, Amguri, Matiali Hāt, and Dhupguri, and several of the tea estates have large weekly markets of their own.

**Jalpes.**—A village in *pargana* South Māinaguri, situated in  $26^{\circ} 31' N.$  and  $88^{\circ} 52' E.$  Its population according to the census of 1901 was 2,088, but this must include many persons who were visiting the fair at the time. It contains a temple of Siva, which was built on the site of an earlier temple by Prān Narāin, one of the Cooch Behār Rājās about three centuries ago. The temple is a massive red brick building, surmounted by a large dome, with an outer diameter of 34 feet, round the base and top of which run galleries; it stands on a mound near the bank of the river Jhordā and is surrounded by a moat. A flight of steps leads down to the basement which is sunk some depth in the mound and which contains a very ancient Siva *linga*.

This *linga* is called Anādi (without beginning) in the hymns of Siva and is also referred to in the Kālikā Purān which relates how "somewhere in the north-west of Kāmrūp, Mahādeo appeared himself in the shape of a vast *linga*." An old established fair is held at Jalpes in February at the time of the Sivaratri festival; it lasts for about three weeks and is attended by people from all parts of the district as well as from Rangpur, Dinājpur, and other parts of Northern Bengal. Bhutiās come from Darjeeling, Buxā and Bhutān with cloth, blankets, ponies and skins and take away cotton and woollen cloths, betelnut and tobacco. The fair has increased considerably in size during recent years.

**Kumargram.**—A small village at which are situated the headquarters of the Bhālka *tahsil*. Roads run from it to Alipur Duārs and to Chakchaka, on the Cooch Behār boundary. A market is held here twice a week. There is a dispensary for the treatment of out-patients, and a subordinate police outpost is located here.

**Madari Hāt.**—A village on the west, or right, bank of the river Torsā and the terminus of the eastern branch of the Bengal-Duārs Railway. It is connected by a good road with Fālākātā on the south, and the Hantapārā tea-garden and bazar on the north. Madari Hāt is of some importance as a seat of trade and its market, which is held once a week, is growing rapidly. Nearly all the land in the vicinity has been brought under cultivation, much of it by Orāons and Nepālis; jute is becoming a large crop; in 1907 5,454 maunds and in the first six months of 1908, 4,998 maunds of it were despatched from the Madari Hāt railway station. There is a ferry over the Torsā here, but the crossing is very difficult in

the rains and, during the rest of the year, the wide bed of the river filled with boulders and stones is a great obstacle to traffic; for this reason the tea-gardens east of the river use the Cooph Behār State Railway instead of sending their tea to Madāri Hāt. Sanction has been given recently to the establishment of a police outpost here.

**Mainaguri.**—A village situated on the Jhordā river seven miles from Jalpāguri. The main road from Jalpāguri to Alipur Duār passes through it and several other roads run from it, the principal of them connecting it with Domohani railway station and Rāmshāi Hāt. The Jalpes temple is four miles from Māinaguri. Māinaguri is the headquarters of the *tahsīl* of the same name and a police station is located here. The small civil station has been laid out carefully; a pretty flower garden has been made round the tank near the *tahsīl* office, trees have been planted and the roads and drainage much improved. The public buildings are all good; the *tahsīl* office, the school house, and the dispensary being the most noticeable. There is a good inspection bungalow on the other side of the river which is bridged at Māinaguri. The market is one of the best in the Western Duārs; the sheds have corrugated iron roofs and masonry platforms; it is well drained and a plentiful supply of water is obtained from wells.

**Mal.**—A junction on the Bengal-Duārs Railway from which branches run east to Madāri Hāt, west to Bāgrakot on the border of the Darjeeling district, and south to Barnes Junction and Lālmanir Hāt. A large market is held once a week at Bataigol,  $1\frac{1}{2}$  miles away on land belonging to the Hahaipatha tea-garden; it is attended by numbers of coolies from the neighbouring tea-gardens. The Dām-Dim police station is being removed to Mal and an Inspector of Police will have his headquarters here.

**Matiali Hāt.**—A small bazar in the centre of the Chalsa group of tea-gardens. A metalled road, maintained by the Public Works Department, connects it with the Chalsa railway station five miles to the south. A large market is held here once a week, and is attended by thousands of tea-garden coolies; the trade is mainly in the hands of Mārwarī merchants, several of whom have shops at Matiali Hāt and do a flourishing business. There is a police outpost in the bazar, subordinate to the Dām-Dim police station.

**Nagrakata.**—A station on the eastern extension of the Bengal-Duārs Railway. It is the centre of a large number of tea-gardens, and during the floods of 1906, this part of the district was so completely isolated that rice sold in the market at three seers for the rupee. To prevent this occurring again a road has been constructed by the Public Works Department through the Tondū forest, with a wire rope ferry over the Jaldhākā river, and it is hoped to maintain communication with Nagrakatā by means of this road even if the railway is again damaged by floods. There is a police outpost here subordinate to Māinaguri. Nagrakatā derives its name from Nāgra Bhutiā who used to live here.

**Patgram.**—A village in the *pargana* of the same name, which is an isolated portion of the district lying to the east of the Tista river. The *pargana* is surrounded on all sides by the Cooch Behār State and forms part of the *zamindāri* of the Mahārāja of Cooch Behār, with whose ancestors it was permanently settled in 1793 when it was part of the Rangpur district. There is a police station at Pātgrām and a market at which considerable business is done in jute, tobacco, and rice. It is served by the Bengal-Duārs Railway and is connected by roads with Barnes Junction, Mainaguri and Bāirāgir Hāt about three miles away where a large market is held. A dispensary has been recently established at Pātgrām at the request of the inhabitants and is doing good work.

**Rajabhatkhoa.**—A station on the Cooch Behār State Railway north of Alipur Duār. A road runs west from it to the Torsā river and all the traffic from the gardens between the Torsā and the railway line comes to this station. Rajabhatkhoa may be called the working headquarters of the Buxā forest division; the place is little more than a large clearing in the Buxā forest but at times it has quite a large population owing to the amount of timber exported from it. At present most of the timber is carted to Alipur Duār, but it is hoped that this practice will cease if the railway is converted to metre gauge. There is a small market here managed by the Forest Department.

**Rajganj.**—A village in *pargana* Baikanthpur on the main road between Jalpāiguri and Siliguri. Another road from Bhanjanpur on the Titālyā road passes through it and connects it with the railway station at Belakoba on the Eastern Bengal State Railway; this road carries heavy traffic particularly during the jute season. Rajganj is in the Baikanthpur estate, the Raikat of which owns the large market to which jute of excellent quality is brought for sale. There is a police station at Rajganj, the jurisdiction of which coincides with that of the old Sanyāsikātā police circle. A miserable rest-house belonging to the Jalpāiguri District Board furnishes the only accommodation for travellers.

**Ramshai Hāt.**—The terminus of a short branch line from Latiguri station on the Bengal-Duārs Railway. It is situated on the right bank of the Jaldbākā river with the Lower Tondū forest on the west and the Dāina forest across the river on the east. Before the construction of the eastern extension of the railway to Mādari Hāt, traffic to and from the tea-gardens east of the Jaldbākā had to use this station and, after the disastrous floods in 1906, this traffic returned temporarily to its old route. Rāmshāi Hāt is connected by road with Chālsa, Nāgrakātā, Māinaguri, and Gāirkātā; its market has decreased in importance but the trade shows signs of reviving. There is excellent big game shooting close to the forests and particularly in the jungle between the Jaldbākā and Dāina rivers which is a favourite resort of tigers.



**Titālyā.**—A village on the Mahānadī river on the border of the Purnea district. It used to be the headquarters of a subdivision of Rangpur, comprising the police circles of Bodā, Sanyāsikātā and Fakirganj, but, in 1867, the criminal jurisdiction of the subdivision was made over to the Deputy Commissioner of the Western Duārs and, in 1869, it was completely separated from Rangpur and united to the Western Duārs to form the district of Jalpāigurī; it now forms part of the Sadar subdivision of the district. Traces of the former importance of Titālyā can still be seen; there are a number of good masonry houses in the bazar and the old race-course is even now well defined and is left uncultivated by the villagers. There is a fine open *maidan* where the Government offices used to stand and this is still used as a camping ground for troops. The Ganges-Darjeeling road passes through Titālyā, the distance to Siligurī being 16 miles; another road runs due east and connects it with Jalpāigurī. The inspection bungalow at Titālyā is one of the best in the district and is beautifully situated on a small hill overlooking the Mahānadī river. An independent police outpost is located here and there is a dispensary maintained partly by the Jalpāigurī and Purnea District Boards and partly by the Cooch Behār State. A severe type of malarious fever is prevalent in the villages in the neighbourhood and the death rate is heavy; it is not obvious why this should be the case as the country is generally high and open and not subject to floods.

**Western Duars.**—See Duārs, Western.

# INDEX.

THIS INDEX IS INTENDED AS A SUPPLEMENT TO THE  
TABLE OF CONTENTS.

A		PAGE	G		PAGE
Ainslie, E. F. ...	...	14	Gaur ...	...	18
Arakanese ...	...	111	Gazilduba T. E., 1st Garden in the Duārs ...	...	103
B			Gupta, Babu Balarām Dās ...	...	15
Bald, H., Manager of Chunā- bāti T.E. # ...	...	99	Gurungs, Nepalese caste ...	...	41
Balibant Mangar, dacoit ...	...	132	H		
Bell, C. A., Political Officer in Sikkim ...	...	21	Hahāipathar T. E. ...	...	153
Bentley, Dr. M. B. ...	...	46, 47	Haines, Deputy Conservator of Forests ...	...	66
Bir Narāin, Rājā ...	...	19	Hājo, Koch Rājā ...	...	18, 34, 82.
Brougham, Dr. ...	...	103	Hansimārā T. E. ...	...	41
Browne, Lord Ulick, Com- missioner of the Rājshāhi Division ...	...	150	Hantapārā T. E. ...	...	13, 40, 152.
Buchanan-Hamilton, Dr. ...	...	4, 5, 6, 7, 8, 25, 71, 80.	Hatt, C. C., Deputy Conser- vator of Forests ...	...	69
C			Haughton, R., Pioneer of tea industry in the Western Duārs ...	...	103
Chakradhwāj, Rājā ...	...	18	Hedāyat Ali Khān, Colonel, Hira ...	...	25, 89 18, 82
Champta T. E. ...	...	103	Hunter, Sir W. W. ...	...	2
Chittagong Hill Tracts ...	...	58	Husain Shāh, Afghan, Governor of Bengal ...	...	18
Christopher, Captain, I.M.S. ...	...	47	J		
Christophers, Dr. ...	...	47, 50	Jacob. W. R. Le G., Deputy Conservator of Forests ...	...	68
Chuspārā T. E. ...	...	13	Jalpeswar, Rājā ...	...	18
Cole, Rev. Canon ...	...	45	Jaman Singh Mangar, dacoit ...	...	132
Cresswell, S. ...	...	103	James, S.P., Captain, I.M.S., Jang Bahadur, Prime Minister of Nepāl ...	...	47 37
Curzon, Lord ...	...	12	Jira ...	...	18, 82
D			K		
Dāina River, Floods on ...	...	78	Kamātāpur ...	...	18, 27
Dāngaujār T. E. ...	...	105	Kāmis, Nepalese caste ...	...	41
Debi Singh, Rājā ...	...	19, 80	Kāmrup ...	...	18, 34, 82.
Deb Na-Ga, Tongsa Penlop, Dharma Pāl, Rājā ...	...	21 18	Khambus, Nepalese caste ...	...	41
Dobāsiyās, Offshoot of Rāj- bansis ...	...	35	Kichoks, Gipsy tribe ...	...	26, 145
Donough, F. A., Assistant Commissioner ...	...	25	L		
Duārs Planters Association, ...	...	47, 150	Lankapārā T. E. ...	...	41
E			Lambas, Nepalese caste ...	...	41
Eden, Ashley ...	...	10, 21, 22, 23.	M		
F			MacGregor, C. M., Lieute- nant ...	...	9
Forrest, Deputy Commis- sioner of Jalpāiguri ...	...	74	Magdala Picket at Buxā ...	...	146
Fredrecson, Miss, of the Scandinavian Alliance Mission ...	...	44			
Fulbāri T. E. ...	...	103			

\* T. E.—Tea Estate.

<b>M—(contd.)</b>		<b>S</b>	
	PAGE		PAGE
Mangars, Nepalese caste ...	41	Sām Sing T. E. ...	11, 17, 41.
Manson, Deputy Conserva- tor of Forests...	66	Sen, Narendra Nath, Mana- ger of the Chakrajāt Estates ...	139
Matiāli T. E. ...	41	Shekhs, sect of Muhamma- dans ...	35, 42
Meenglas T. E. ...	15	Shields, Rev. A. J. ...	44
Missions—		Shuttleworth, A. E., Superin- tendent of Police ...	134
American Baptist Mission- ary Society...	43, 150	Sidli Duār, Rates of rent in, ...	93
Church Missionary So- ciety ...	44	Sisu ...	18, 81
Kalimpong Mission, ...	44	Stephens, Dr. ...	47, 50
Church of Scotland ...	44	Sunder, D. ...	42, 44, 60, 143, 144.
Scandinavian Alliance ...	44		
Mission ...	28	Settlement of Western Duārs ...	88
Mod Narāin, Rājā ...	103	Jotdārs' Fund ...	126
Money, Colonel...			
<b>N</b>		<b>T</b>	
Nādir Deo Sahab ...	35	Thomas, Captain ...	19
Nāgra Bhutiā ...	153	Tombs, General... ..	24
Nasyas, Sect of Muham- madans ...	35, 42	Tongsa ...	20
Newārs, Nepalese caste ...	41	Trafford, Deputy Conserva- tor of Forests ...	67
Nilādhwāj, Rājā ...	18	Tra-shi Chō-čzong ...	20
Nilāmbar, Rājā... ..	18	Turner, Captain ...	21
North, Manager of Bāgrakot T. E. ...	103	Tweedie, J., Deputy Com- missioner of the Western Duārs ...	25, 36
Nunias ...	96	Tytler, General... ..	24
<b>O</b>		<b>U</b>	
Octavius Steel and Co., contract for construction of Bengal-Duārs Railway, ...	113	Ugyen Kazi, Rai Bahadur ...	129
O'Donnell, C. T., I.C.S. ...	104	Ujir Singh, Jamadār ...	37
Oldham, W. B., Deputy Commissioner of Darjeel- ing ...	36	Upendra Nath Ouārdār, Rai, ...	90
<b>P</b>		Urjen Ghurti, dacoit ...	132
Paro ...	20	<b>V</b>	
Pathans, sect of Muhamma- dans ...	35	Visu ...	18, 82
Patharjhora T. E. ...	17	Volunteers, Northern Bengal Mounted Rifles ...	110, 151
Pemberton, Captain ...	21	<b>W</b>	
Pillans, Manager of Fulbāri T. E. ...	103	Wangchuk, Sir Ugyen, K.C.I.E., Mahārājā of Bhutān ...	20, 21
Prāgyotisha ...	18	White, J. ...	103
Prān Narāin, Rājā ...	28, 152	<b>Y</b>	
Prithu, Rājā ...	18, 25, 26, 145.	Yākhās, Nepalese caste ...	41
Punakha ...	20	Younghusband, Sir Francis ...	21
<b>R</b>			
Raidhak T. E. ...	11		
Rāikat of Bāikanthpur ...	83		
Rennel, Major ...	6, 7, 8		
Risley, Sir H. ...	38		
Ritchie, W. D., Captain, I.M.S. ...	46		